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Volume 1 Issue 11 December 1995 £1.95

Scale AVIATION Modeller

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80 pages!!**



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SCALE AVIATION MODELLER Vol.1 Issue 11 December 1995

EDITORIAL

Winter time is upon us all once again, and now that the long hot days of summer are behind us, many I am sure, will be gearing up for 'that modelling time of year'. This year was only my fourth visit to the IPMS Nationals but it never ceases to amaze me how good some people can be at this hobby of ours. Walking around and looking at all the models in the competition area inspires me to get to the modelling table and create my next masterpiece. The reality is very different, as I am no great model maker and I will never win awards with my work. However, I am not going to give up as this hobby is supposed to be a form of relaxation from our daily work, although I for one probably use more bad language whilst in my model room than I do throughout my entire working day!

As you will see, this issue is a bumper one and not just because we have included the superb A2 sized 1/72nd scale plans by Peter Green, but because if you check carefully you will find that there are no less than 80 pages and at no extra cost. We hope that you enjoy this edition and we look forward to 1996 and your continued support.

To all those of you who called by at our stand at the Nationals and passed on your messages of encouragement,

thankyou. It is good to see that you are all still as enthusiastic about this magazine as we are.

Due to an oversight we inadvertently included Sue Bushell's name in the masthead in last months edition. As you are aware Sue held the post of Consultant Editor during my transition period into the post of Editor. Sue is no longer in this post and she has no connection with the new publishers of Scale Aviation Modeller. Our apologies to Sue for any inconvenience this may have caused.

OCTOBER EDITION

As many people have asked this question I thought that I should clear the point up once and for all. There was no edition of Scale Aviation Modeller in October 1995. The November edition was numbered Issue 10 and all subscriptions have therefore been extended by one month to cover this.

Until next month.....

Have a Merry Christmas and a peaceful New Year.

Richard A. Franks

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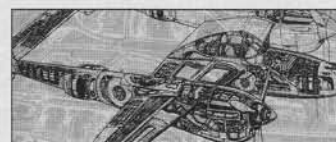
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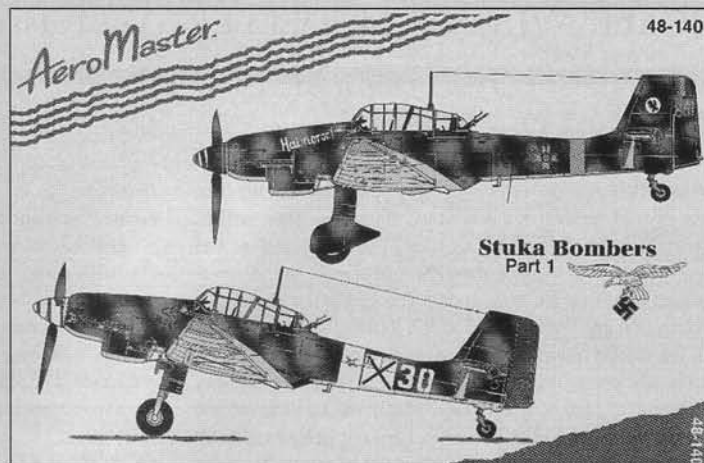
I would have thought that the vast majority of those who visited the IPMS Nationals at Donnington on the weekend of the 4/5th November 1995 were there to see what was new. I for one was having a good look at all the trade stands to fathom out what was new and what was going to be new next year. As there was a wide selection of products on view I will deal with them in a simple manner, namely alphabetically.

AEROMASTER

It's always nice to have the opportunity to have a chat with Gaston and this year he was over for the Nationals with the intention of showing what Aeromaster had on offer. The most important new product was his range of acrylic paints which he was demonstrating. Following on from the



success of his Warbird Colours range and considering possible restrictions on all petroleum based paints in the USA, the move to acrylics is understandable. Having had a little play with the paints and having also seen Gaston using them I can report that they are as good as he said and are well worth the wait. Each paint can be thinned with water and the colour density is sufficient for you only to require two light dust coats to achieve a superbly smooth finish. The paint is dry to touch after about five minutes and it is sufficiently cured for it to be masked in 30 minutes. As Gaston has kindly supplied Scale Aviation Modeller with pre-production samples of this paint, we will be doing an in



depth review of them in next month's edition. In the meantime you will have to wait a while before the paints are available. Production should mean that the range, which will include 40+ colours to begin with, will be available in early 1996 (Feb-Mar). At present I don't have a UK price for each jar, but the sole UK importer of the paint range, Mary-L Models of Bristol should keep you informed via their adverts in this magazine.

As far as new decal sheets and accessories went Aeromaster and their subsidiary company KMC (Kendal Model Company) had a lot to offer. A selection of the latest sheets appear in the decals review of this edition, but there were a few very recent editions which we will cover in depth next month but I will mention now. In 1/48th scale the Ju-87 sheet (48-140) has at long last been released (See Vol 1 Iss 10 Page 554). Considering the interest in the Macchi Mc202 that the Hasegawa kits have generated it is no surprise to find that the next sheet, 48-189, is for that aircraft. Hopefully going to prove very popular is sheet number 48-193, which is for the Hawker Hurricane. Depicting Mk I's and II's plus a Sea Hurricane, I suspect this sheet will be well received in the UK. The final sheet in 1/48th scale is for a WWI topic, the Fokker D.VIII

and is numbered 48-197. All of these sheets should be available in the UK very soon, so look out for our in depth review next month.

Of late many decal manufacturers seem to have delved into the topic of German lozenge fabric and having produced both 4 and 5 colour fabric in 1/48th scale (See Vol 1 Iss 10 Page 554) Aeromaster has now turned their attention to 1/72nd scale with four new sheets. The five colour lozenge comes on sheet numbers 72-102 and 72-103, whilst the 4 colour versions are on 72-104 and 72-105. With companies such as Pegasus also covering this topic in



decal form (see elsewhere), I can only be amazed at the variations in colours each manufacturer has achieved. As I am no expert I will pass no judgement on any of them, but will leave it up to the knowledge of each individually modeller to choose which manufacturers sheets he/she preferred.

Kendal Model Company had a few new accessory sets on display and these included a 1/48th scale detail set for the Hasegawa A6M3 Type 22 Zero (48-4002), a superb 1/48th scale P-51D Packard Merlin engine (48-5008), three types of P-47 propellers; pointed (48-5013), paddle (48-4014) and wide (48-5015). In their aircraft control surfaces collection they have added a set for the Monogram Heinkel He111 (48-5009), the Hasegawa A6M3 Zero (48-5010), Monogram P-47D (48-5011) and the Tamiya F4F Wildcat (48-5012). For the future KMC will be releasing a complete folding wing set for the Hasegawa Hellcat and a conversion set for the F-4F Wildcat to the General Motors version based on the Tamiya kit.



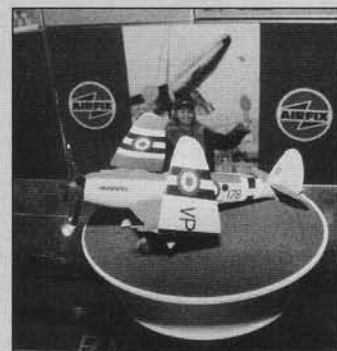
BLUE RIDER

There are quite a few new releases from this company at the nationals and all of them will be reviewed in full in next month's edition. However just to let you know there is a 1/72nd scale sheet for Jasta 19 Fokker Dr.I's (BR237), a sheet for Yugoslavian P-38L's (BR410) and markings for the Slovenian Territorial Defence Force Bell 412 and PC.9 (BR809). Slovak aviation 1939-43 is covered in both military and civil areas on sheet number BR238, with markings for the Phoenix D.I and D.II on BR239, Cambodian Mig-21's on BR409 and an interesting ex-Rumanian Messerschmitt Bf109G in US colours (BR303).

The most important new item with Blue Rider at the nationals was the launch of their new quarterly magazine which is called "Insignia". This magazine presents a slightly offbeat view of military aviation. The title cost £4.50 per issue and is available direct from Blue Rider by subscription only. As an added incentive the magazine also carries a free decal sheet each month and everyone here at Scale Aviation Modeller wishes them every success in this venture.

AIRFIX

There were a few nice releases listed on the advanced information bulletin being given out on the Airfix stand and many people were interested to see the mock-up of an FR47 Seafire on display along with box art for the proposed 1/48th scale issue of it (Mk 46/47 Kit No 07106) and the new Mk 22/24 (Kit No 07105). Due for release after some revision is the 1/72nd scale BAe Hawk T. Mk 1. Re-issued with



some new decal options will be the westland Sea King and the Vought Kingfisher, but the most interesting reissues are the Fairey Rotordyne and the Bristol Freighter. The Rotordyne has not been about for many years and its release in series 4 will delight many I am sure. Likewise the Bristol Freighter



has commanded very high "collectable" prices for many years so a re-issue in series five will be very nice. Another welcome return will be the DHC Chipmunk which is once again returning to series one. In the bigger scale, the Junkers Ju-87B/R and Focke-Wulf Fw190A/F will be



back after their foray at Heller. The Ju-87 will have decals for a Battle of Britain or desert theatre machine, whilst the Fw190 will have a new decal sheet with three options on it. Don't think about the price though as the Fw190 will return in series 16 with the Ju-87 in series 18.

DELTA PUBLISHING

New in the Delta Decals range from this company were two new sheets. One was to 1/72nd scale only whilst the other is available in both 1/72nd and 1/48th scales. Both sheets will be reviewed in full next month, but here is a brief description.

72-005 is entitled Croatian AF No 1 and is only available in 1/72nd scale, it contains markings for a Mig-21MF, a Mil-24, a Mil-8 and a Cessna T-41 which was impressed into service. The second offering is sheet number 72-006 in 1/72nd scale or 48-005 in 1/48th scale. It is entitled "Checkertails" and it depicts a P-40F, a P-51D, a P-47D and a captured Bf109G-6 all operated by the 325th FG, USAAF.

JAGUAR

Not a company which sprang to my mind when thinking about aircraft accessories, as it is one I would associate with armour, never the less a superb new detail set for the Hasegawa Macchi Mc202 was on the Avia Imports stand from this manufacturer.

Comprising of numerous resin pieces all of which are beautifully cast



the set details the cockpit interior and undercarriage bays. We will have a full review of this set next month and if you are interested in the meantime just give AVIA IMPORTS a ring (See their advert elsewhere in this edition).

FOUR PLUS UK

Following on from the excellent F-4F Wildcat detail set ART Models (see elsewhere) have released a set of 1/48th scale Pratt & Whitney R 1830 engines.

Available on FOUR PLUS UK's stand at the show and passed to us for review by that source the set comprises of two excellently cast resin R 1830 engines each of which is further

detailed with an etched brass harness.

At just £7.95 for the set of two engines they certainly represent good value for money.

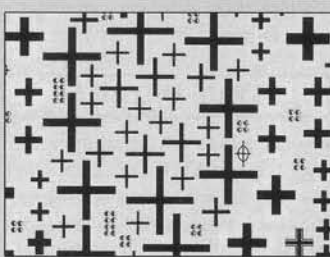
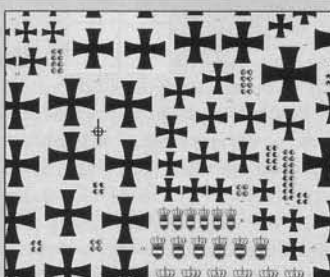
Also with FOUR PLUS UK was the new FIAT CR 42 from Classic Airframes (£18.95) and the superb little Sopwith Pup in 1/48th scale from EDUARD (£10.95). Each is excellent



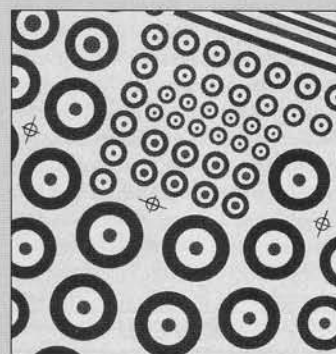
and we will bring you a full review of them in a forthcoming edition of *Scale Aviation Modeller*.

PEGASUS

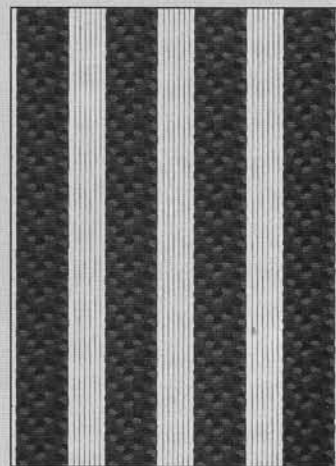
The latest kits to be issued by Pegasus include the Rumpler C.IV and N.A FJ-1 Fury, both to 1/72nd scale. In the Blue Max series in 1/48th scale there is the Nieuport 28 and all three of these kits will be reviewed in a forthcoming edition of this magazine. Planned for release by Pegasus in 1996/7 is the Albatros D.III (Oef) (£10.99), the Breguet 14 (£13.99), the Fokker D.XXIII (£13.99) and the Curtiss XP-40Q (£11.99) all in 1/72nd scale with the Pfalz D-XII (£19.99) and De Havilland DH2 (£19.99) in 1/48th scale.



Having already ventured into decal manufacturing (See Vol.1 Iss 5 Page 231) Pegasus have now released the four colour pattern in both upper and lower versions. Also released are two



new sheets entitled "German National Markings" (Vol 1 and 2). Each sheet offers you a wide selection of crosses, trademarks and Austro-Hungarian Crowns. The final new sheet on offer was the British/RFC Nation Markings which once again offers a wide selection of roundels and flashes for all 1914-18 machines. We will bring you an in depth review of these sheets in the next edition of the magazine. Due to be released in the future will be Italian National Markings Vol 1 and French National Markings Vol 1 and to continue the lozenge fabric saga further there will be a sheet of German Naval Lozenge in its blue and brown scheme.



Mk.30 PRODUCTIONS

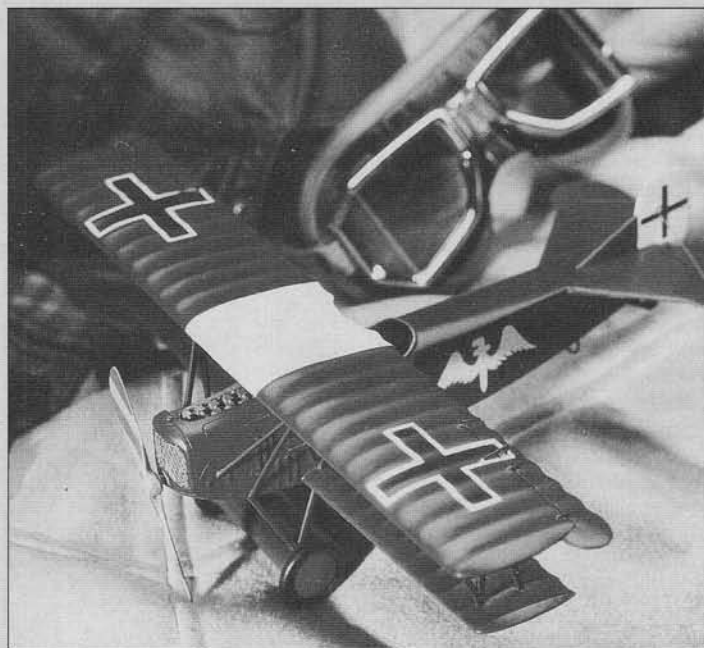
A new name which launched itself at the Nationals was this firm. Offering a range of accessories and conversions all based on the Tamiya 1/48th scale Spitfire kit. At present the range includes thirty-three individual sets and three complete conversions. The company had examples of most of its products on display but none for sale as time had overtaken them and they were unable to get enough together in

time for the show. The entire range is well thought out and well made and the prices are reasonable ranging from 99p for a set of wingtips to £15.99 for a complete conversion set.

The sole UK distributor for the range is Mary-L Models in Bristol, so if you are interested in the range drop them a line and they will let you have a copy of the current product listing. *Scale Aviation Modeller* have been promised review samples so hopefully next month we will be able to give you a more in-depth look at this new range.

REVELL

With their usual flash stand Revell were a major focal point at the Nationals and many people stood for hours gazing into the display case pondering over what it contained. Apart from the odd science fiction and automotive models, there was also a wide selection of aviation models on display.



Although the sprues were not on show the decal sheet and box top for the all new 1/28th scale Fokker D.VII looked very good. The kit will be available very soon and will consist of twenty-seven pieces and will cost £12.50.

One of the more interesting releases this year is the LZ 129 Hindenburg airship. This 1/720th scale model will contain about 40 pieces and looking at the parts laid out in the display case they are very well moulded with good surface detail. It is good to see some interest by major companies in the fascinating area of aviation history and at just £12.50 I hope this model sells

well enough for them to consider doing some more, the R100 and R101 for instance.

Upgrading the Matchbox Puma kit to the "BGS" configuration. The kit has had several new sprues added and a complete new decal sheet. the old Puma was an impressive kit in this large (1/32nd) scale, so this rather bulbous looking version should sell very well. The UK price is set at £18.50 and it should be available by the time you read this.

Many people this year have been waiting from Revells best release, namely the all-new 1/48th scale PBY-5 Catalina. Tooled by MONOGRAM in the USA the kit has been delayed %and the official release date has been postponed from Dec 1995 to Jan 1996. However I think as many have waited years for a 1/48th scale Catalina they will not mind a few months more. The kit will consist of over one hundred and thirty parts and the UK price is an amazingly low £19.95. If this kit does not out-sell the He111 I will be amazed.

Finally Revell have now released their superb new range of airbrushes. I will cover these in more depth elsewhere in this edition and the editorial team will be using and abusing an example over the next few months, so we will let you know what we think about them.

TRUE DETAILS

The latest from this company was on show on the POCKETBOND stand. The range of 1/72nd scale "weighted" tyres has increased with new examples for the SB2C Helldiver (72036), the

PBY-5A Catalina (72037) and the Ju-87 (72038). In 1/48th there are new versions for the F7F Tigercat (48091), the P-39 Airacobra & P-63 Kingcobra (48092), the early versions of the DH Mosquito (48093) and the IL-2 Sturmovik (48094). The cockpit detail tubs have now been released for the Mc202/205 (48406) and P-38 Lightning (48407). In 1/73rd scale there are ones for the F4F Wildcat (72455), the Bf109G/K (72456), the P-47 Thunderbolt (72457) and the P-40E-N (72458). Each is beautifully cast and we look forward to seeing a selection for review in a future edition of the magazine.

Other News

HOBBYCRAFT

Announced in the USA is the release of a series of 1/48th scale F4U Corsairs. The first to be released will be the F4U-1 "Birdcage" (HC1525), the F4U-1A "Brewster Bomber" (HC1526) and the FG-1D "COIN" Corsair (HC1529). Each kit will feature separate flaps for the wings and cowl, bulged tyres and a good selection of armament. I am unsure of a UK price or release date for these kits but I will keep you informed.

CLASSIC AIRFRAMES

Following on from the FIAT CR42, this company is due to release the Boulton Paul Defiant very shortly. The US price for the kit is higher than the CR42 at \$39.95, so the UK price may be about £25.00. Once the Defiant is released we will see the Macchi MC200 and Mig-3 each are listed at \$29.95 so they should retail for £18.95 in the UK.

ACCURATE MINIATURES

Announced by this firm is a selection of new 1/48th scale kits. The F3F-1 and F3F-2 Goshawks are due but the most exciting for UK modellers must be the news that they intend to release a series of Beaufighters. The series will consist of a NF Mk 1, MK IVc and TF10. Completing their series of Mustangs will be all-new kits of the P-51B and P-51C.

The Avengers and Sturmoviks should have been produced by now, so they should soon be available in the US. As far as UK price and availability goes, I will keep you informed.

TAMIYA

Latest announcements from this company is that it will be releasing a 1/48th scale P-51B and a Mig-15. The news is that the single-seat Mig-15 will soon be followed by the two-seat UTI version.

AMT

Due for release by now and available at the Nationals in a limited number (specially brought over from the USA) was the new 1/48th scale F7F Tigercat. Having had a look in the box I must say that the model is not all that bad however there was quite a lot of flash evident on the examples I saw which is strange for a brand new tooling. The kit consists of ninety grey pieces with four clear components and rubber tyres. The decals are of the variant and type similar to those in the current Revell issue in 1/72nd scale and I note from the sprues that this new version from AMT includes ordnance in the form of rockets and bombs.

New for next year there will be the YB-49 in 1/72nd scale, which follows on nicely from the earlier XB/YB-35 kit. In 1/48th scale there will be another version of the Boston

EDUARD

Available at the Nationals and proving to be a real sell-out for FOUR PLUS UK were the latest from this company. Both to 1/48th scale the DFW Floh (Flea) and Fokker D.VI are excellent kits. Filled with the usual wealth of etched brass and resin components each is well worth investing in especially when you consider the amount of lozenge fabric decals you get in the D.VI kit.

MONOGRAM

The latest news from this camp is that the Catalina (See REVELL) will be the PBY-5A amphibious version.

Coming back after a long absence is the 1/48th scale B-24D Liberator and the B-25J Mitchell. The Mustang will also be returning but the most impressive new (well it is for me) is the fact that they will be releasing an all-new 1/48th scale Messerschmitt Bf110G-4 kit late in the year. With the quality and price of the He111 I can only wonder at what this Bf110 will be like.

Reviews

Albatros C.III



TECHNICAL DATA

Manufacturer: Eduard

Scale: 1/48th

Price: £19.95

Type: Limited run injection moulded plastic with white metal, etched brass and resin.

Parts: 30 plastic, 6 metal, 1 resin & 109 etched.

Decal Options: 2

Distributor: Four Plus UK
29 Westwood Gardens, Hadleigh,
Benfleet, Essex. SS7 2SH
Tel: 01702 559308

The Kit

One of the two most recent releases from Eduard, the Albatros C.III has to my knowledge only previously been available as a vacform kit in this increasingly popular scale.

As with many German two-seaters from the 1914-18 period, the C.III is an elegant looking aircraft and a nice subject to model. It saw front line service from late 1915 to mid 1917 but soldiered on in a training role until long after hostilities ceased. It also served with many embryonic post-war air forces such as Poland, Latvia and Lithuania. This offers many possibilities for interesting alternative markings. A C.III sporting red swastikas should draw a few comments at your average model show!

The Eduard kit when completed captures very well the sit and character of this graceful yet sturdy aircraft. The two optional sets of markings supplied are eye-catching too, in particular the ones for Lieutenants Bohme and Lademacher's machine which sported a silver-grey dragon along the entire fuselage length.

Construction

As with all Eduard kits, the flying surfaces and fuselage are injection moulded in a softish milky-grey plastic: the engine is white metal and all interior and fine detail comes on the etched brass sheet. Comprehensive instructions and an excellently printed decal sheet complete the package.

The interior detail leaves nothing to the imagination. You name it, it is included. Although assembly is a little fiddly with some parts there is nothing that the patient and methodical modeller cannot cope with. The finished cockpit assembly is a bit wide for the fuselage though, and a fair amount of plastic has to be pared away from inside the cockpit walls to accommodate the finished structure.

A fair amount of filler is also needed on the fuselage joint, but the assembly of the wings is made easier by the provision of two plastic jigs (one per side) on which the wings can be mounted whilst the struts are glued in place and left to dry.

Colour Options & Decals

As I stated earlier the kit comes with two colour options.

Great care must be taken when applying the decals. Although superbly printed they are very delicate and on the thin side. This works to great advantage once they are applied; the decals following the surface detail beautifully, but it does mean they tear easily if not handled gently.

DECAL RATING: 8/10

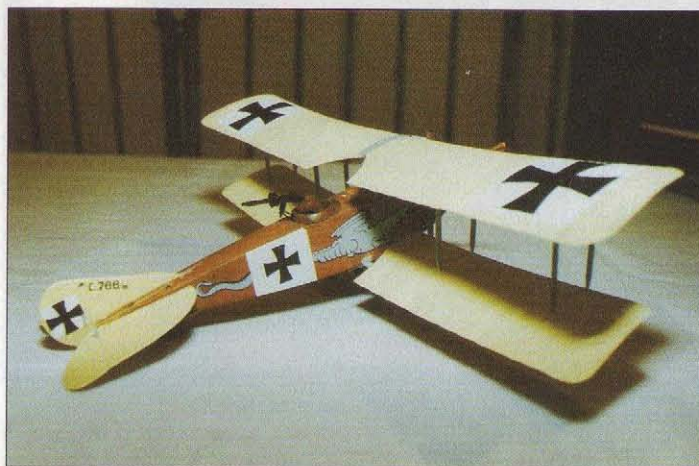
Conclusion

In summary, another excellent kit from Eduard and for a traditionalist plastic modeller like me, another step down the road to conversion to mixed-media kits.

Recommendation

Highly recommended to all modellers with the experience to deal with the various media's used in the kit.

Steve Woodward



Messerschmitt Me262A-1a

*Lanternenvogel/
Aufklärer*



The Kit

This is basically a re-release of the old Messerschmitt Me262A-1a fighter, but with the addition of a small new sprue offering parts for either the Me262A-1a/U4 single prototype armed with one MK214A 50mm cannon, or the Me262A-1a/U3 unarmed photo-reconnaissance operational version. The kit also contains a new decal sheet with two relevant sets of markings.

Construction

The original parts have all the shortcomings of the old kit: sink holes & poor fit, particularly at the wing roots and at the points between the

TECHNICAL DATA

Manufacturer: Revell

Scale: 1/32nd

Price: £12.50

Type: Injection moulded plastic

Parts: 80 plastic, 7 clear

Decal Options: 2

Distributor: Revell (GB) Ltd
Foster House, Maxwell Road,
Borehamwood, Herts. WD6 1JB
Tel: 0181 207 1213

engine nacelles and the wings. The transparent parts are a bit disappointing; the wing tip navigation lights are over sized and the three-part

canopy has the right configuration but is unfortunately marred by a gross hinge arrangement that detracts from the overall impression. Although the model is dimensionally fairly accurate, the contours of the fuselage nose and the engine nacelles do not look quite right and neither does the rudder.

The cockpit interior is sparse, poorly detailed and not quite accurate.

Colour Options

The kit offers you two sets of markings. The first is for the Me262A-1a/U4 and this depicts the V083 prototype and the other offers an operational scheme for the photo-reconnaissance version.

My choice was the A-1a/U4 and this had a solid upper colour (RLM



81) over RLM 65 underneath.

Decals

The markings included in the kit are quite comprehensive. The sheet does

include all unique markings for each variant and a good selection of stencils. However the sheet does not include swastikas.

The decals themselves are matt

with prominent carrier film.

DECAL RATING: 6/10

Conclusion

Having scathed this kit a bit I must say that you get a lot of model for £12.50. It is substantially cheaper than Far Eastern imports and it is a good base which a keen modeller can develop into an impressive model with some correction work, superdetailing and patience!

Recommendation

As Revell have recently produced a super 1/32nd scale Mig-29, why not a new Me262 or a Bf109 G-10 or K?

V.Barbie

Morane Saulnier Type L



TECHNICAL DATA

Manufacturer: Eduard

Scale: 1/48th

Price: £15.95

Type: Limited run injection moulded plastic with white metal, etched brass.

Parts: 21 plastic, 1 metal, 88 etched.

Decal Options: 3

Distributor: Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH
Tel: 01702 559308

The Kit

Following on from the Albatros CIII is the Morane Saulnier type L parasol monoplane. This in my mind is the best eduard kit to date. The fit of all parts is superb, the detail is excellent and the finished article really does capture the delicate appearance of the real aircraft.

For a real show winner you would

perhaps need to thin down or even replace the wing, but as it comes you do end up with a beautiful representation of the Morane L.

Construction

The interior detail, mostly brass, is if anything better than the previous eduard kits and for the first time no real amount of plastic needed to be removed from the inside cockpit sidewalls to allow the completed brass cockpit to fit.

There is a choice of engines in the kit so whichever you decide to model you are left with a very useful spare 80hp rotary engine. There is also a choice of wheels, either standard covered wheels in plastic or open spoked wheels in etched brass with plastic tyres. These proved more tricky to assemble but the end result is super.

All struts are etched brass. This makes the main assembly of fuselage and wing fairly simple and results in a very sturdy model. The undercarriage too benefits from being of this type of

construction.

Colour Options

There are three options in this kit; two french machines and one RNAS aircraft representing that flown by Sub-Ltnt R.A.J. Warneford when he won his VC by bombing Zeppelin LZ37 from above. Extra parts are included for the bomb rack and release handles.

All three aircraft are finished in the main in natural doped linen. My method of representing this is to paint the model overall white then seal it with a coat of gloss clear. Then I paint a thinned-down coat (or two) of a creamish colour over this. The gloss hampers paint adhesion and results in a subtle streaky finish very representative of clear-doped aircraft. Then I mix a very small amount of brown with some of the cream to darken it slightly and pick out the rid detail with this. Finally I seal all this with Johnsons Klear (acrylic floor polish) apply the decals, again using Klear, and finish with a coat of matt varnish. Again, caution is recommended when handling the

very fine decals as they do tear easily.

Decals

Most of this is really covered above and my comments with the review of the Albatros CIII still apply here. Just be very careful how you handle the decals during application as they can be damaged very easily.

DECAL RATING: 8/10

Conclusion

As I said before, this as a kit is in my mind the best Eduard offering to date. I only had 1/72nd scale plans to hand when comparing the model, but it all seemed right to me. I am at last getting used to mixed-media kits. There are some things for which brass is much better suited than plastic and struts on biplanes of this era is I feel, certainly one of them. When compared to similar quality vacformed kits the eduard range compares very favourably in price and for me anyway, are easier to build. This is not to say there is not a place for all types of models. Is not variety the spice of life?

Recommendation

Very highly recommended to all.

Steve Woodward



De Havilland Mosquito F.XIX/J.30



The Kit

This kit is an adaptation from the existing series 3 DH Mosquito and the changes have been achieved by additional sprues. No permanent changes have been made to the tooling with the exception of the score lines within the nose area in each fuselage half.

Construction

This model has always been a pleasure to make and considering its small size over ninety pieces makes for a very detailed little model.

The major changes to the model from the earlier variant is the new nose. The bulbous nose housing a radar scanner is included on the new sprue and it is attached to the fuselage once you have removed the forward section from each. To ensure you get the cut point correct and to ease the removal of these areas Airfix have scored a deep line on the inside of each half ((2 & 12).

The rest of the assembly is relatively straight forward and about the only other new components

within the kit are the four bladed propellers and new spinners. If you are making the Swedish variant use the normal ejector exhaust stakes (40,42,62 & 64), if you are making the RAF MK XIX then you should use the shrouded ones (41,43,63 & 65).

You will only require the slipper tanks (stage 13 & 14) for the J.30 whilst the rockets and bombs can be fitted to the RAF example.

Colour

As I have said this kit gives you the option of making two Swedish A.F J.30's or an RAF MK XIX. The Swedish aircraft are finished in Medium Sea Grey overall with Dark Green in a camouflage effect on the upper surfaces. The spinners of each version are either French Blue or Yellow. The RAF example is Medium Sea Grey and Dark Green on the upper surfaces with Night underneath. This aircraft carries full invasion stripes and they are included on the decal sheet.

TECHNICAL DATA

Manufacturer: Airfix

Scale: 1/72nd

Price: £4.99

Type: Injection moulded plastic

Parts: 91 plastic (3 clear)

Decal Options: 3 (2 Swedish & 1 RAF)

Distributor: Airfix Limited

Marfleet, Hull, North
Humberside. HU9 5NE

Tel: 01482 701191

Decals

Your options for the Swedish A.F examples are; "B" No 2 Division, F1 Wing, Vasteras, 1949 and "H", No 3 Division, F-1 Wing also at Vasteras in 1949. The RAF aircraft is J-RS MM650 operated by 157 (Special Duties) Sqn, No 100 Group, RAF Swannington in 1944.

The decals are of good quality with little carrier film evident. The images are semi-gloss and they reacted well to MICRO Sol and MICRO Set solutions. You will have to deal with

the carrier film either before or after application and a sharp knife and patients will pay dividends here.

DECAL RATING: 7/10

Conclusion

This is a very clever use of an existing tooling which, with a little modifications none of which are too drastic has added a great new model of a very popular aircraft type to our collection. Airfix are to be congratulated for this product and I hope that with their new owners they will grow from strength to strength in the coming months.

Recommendation

The series 3 kits from AIRFIX are a sound basis for any modeller and although this kit is a little thin when it comes to interior detail the end result is a very pleasing model straight from the box.

I would therefore recommend this kit to all. My thanks to AIRFIX for the review sample.

Richard A. Franks



Boeing-Sikorsky Comanche



The Kit

This is a new kit from Revell, and the first of two injection moulded models of the Boeing-Sikorsky RAH-66 Comanche "Stealth" helicopter due out this year.

The skill level is given as "2 requiring paint & glue", but the box side describes it as "Snap and play for the younger child".

Construction

Large locating pins and holes on most parts ensure a very "snug" fit, typical of a snap-fix model, although I recommend you still use glue

TECHNICAL DATA

Manufacturer: Revell

Scale: 1/72nd

Price: £5.95

Type: Injection moulded plastic

Parts: 15 plastic, 1 clear

Decal Options: 1

Distributor: Revell (GB) Ltd

Foster House, Maxwell Road,
Borehamwood, Herts. WD6 1JB

Tel: 0181 207 1213

especially along the fuselage join. The fuselage itself went together easily except for the locating pin at the tail which had to be clamped together until solid. The fuselage join needed a little rubbing down on the

top and bottom, and filling around the tail. The tail was the source of most of the problems. Firstly, the Revell name is moulded in raised letters on the underside of the horizontal stabilizer and has to be removed. Secondly, the stabilizer itself is angled down towards the starboard side - my information suggests it should be horizontal, but if there is a tilt it is only very slight. The final problem, the locating lug on top of the tail goes through the stabilizer and the gap around it needs to be filled and rubbed down.

The rotor head is shrouded, so assembly is very simple. The rotor blades fit alright, but on the upper surface the joint is about a half inch along the blade from the head and the joint edge is rounded, making it necessary to fill the resulting gap to a smooth finish.

The cockpit canopy is the only clear part. It is moulded in one piece with prominent raised lines (a little too raised for my liking) for the canopy frames. Whilst the canopy clips neatly and firmly into place without glue it didn't quite meet the fuselage all the way round and the



resulting narrow gap needs to be filled before painting.

Other aspects of the kit worthy of note; - the engraved panel lines were a little too deep and there are no "options" included for the modeller. The nose mounted cannon was pre-moulded into one side of the fuselage, the main undercarriage struts are moulded in the down position and the tyres are glued in place, whilst the undercarriage doors are attached in the open position using very large locating lugs. The kit does not include any weapons, either on external pylons or in the internal bays as the doors for these are moulded closed and represented by engraved lines. The kit does come with a substantial stand for display

Colour Options

Only one colour scheme is given, all over NATO Olive (Revell 46) with "Anthracite" (Revell 09) for the rotor and Grey (Revell 57) for parts of the cockpit and the undercarriage bays. The full-size mock-ups by contrast, have appeared in all over matt black and a sand and tan desert scheme.

Decals

The decal sheet contains 14 images comprising only the main stencilling, tail rotor warnings, two silver panels to represent the sensor equipment on the nose and a choice of black or silver "United States Army" titles. The carrier film is not as thick as that of some previous Revell kits and it has a satin finish. The individual

subjects separated easily from the backing sheet after a quick dip in water but their thickness makes them prone to silvering, unless you take steps to prevent it. However, they did follow the curves of the fuselage very well. There is also a decal included for the display stand.

DECAL RATING: 6/10

Conclusion

This kit is very simple to put together and does not require much filling and rubbing down. While it may lack the fine detail it does appear to capture the overall streamline shape and, with a little effort, it builds into a reasonable representation of the full size helicopter.

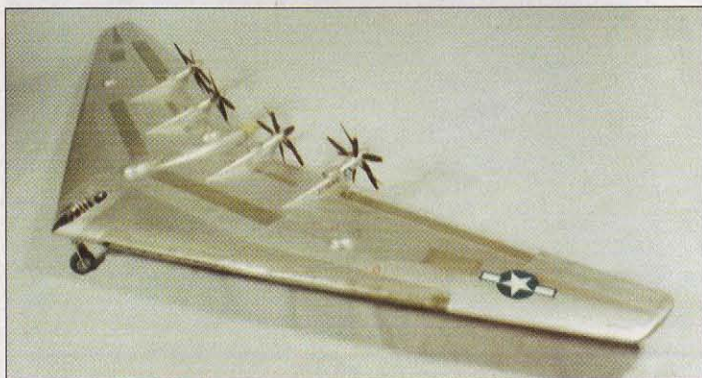
Recommendation

I would have to say that it is a "fair" kit. Ideal for beginners or someone who wants a desk top display model, but it will be a disappointment for experienced modellers to whom I would recommend the Italeri version.

Thanks to Revell (GB) for the review sample.

Fred Tooke

NORTHROP X/YB-35 "FLYING WING"



TECHNICAL DATA

Manufacturer: AMT/ERTL
Scale: 1/72nd
Price: £25.99
Type: Injection moulded plastic
Parts: 125 plastic, 6 clear
Decal Options: 2
Distributor: AMT/ERTL
Falcon Road, Exeter. EX2 7LB
Tel: 01392 445434

The Kit

Although our preview of this model which appeared in the July edition of Scale Aviation Modeller (See Page 350) stated that this was in fact a 1/48th scale kit, I am glad to say that this is not

the case. The model is big enough in the smaller scale and I dread to think what it would be like in 1/48th!

Moulded in the usual soft grey plastic we all come to expect from AMT/ERTL this all new moulding is quite superb. The size of the model alone is quite amazing and when you generally lay all the main pieces out as if assembled the ultimate question comes into mind; where am I going to put the completed model?

It has been a long time in coming but with all the interest in the B-2 Stealth Bomber of late it had to happen and I for one am very glad that at last I can have a flying wing in my collection, so that it can go alongside the Gotha G-229 and B-2.

Construction

If there is one thing that American model companies seem to excel at it must be clear and concise instructions. Concise may not be a term you can apply to the X/YB-35's instructions sheets as they will take up most of your modelling bench once they are unfolded. Assembly is covered in diagrammatical form and is broken down into twenty-two stages.

Your first task is to paint and assemble the excellent cockpit interior insert and once this is dry you can cement it into the lower centre section (2A) and then determine how much ballast you require and where you are going to put it. The engine and propeller units are dealt with for each variant you can make; XB-35 or YB-35. Be sure to do this systematically because if you muddle everything up you will get in a real mess trying to fit the engines to the upper wings.

Once all the major components are assembled they can all be joined together. The joint of the outer wing panels and the leading edge inserts leave a lot to be desired. There are gaps and steps all over the place and many hours were spent filling and sanding the offending areas.

The final task before painting was to add and mask all the clear pieces and

then to add the engines less their propellers.

Colour Options

You have the option of either making the XB-35 prototype with contra-rotating props or the YB-35 with standard four blade props. The colour scheme for either could not be easier as they were aluminium overall. I utilised a big area in which to spray my model and for the first time I used the acrylic car primer everyone has been telling me about. The results were astounding as the primer goes on nice and smooth and is dry within minutes. To paint the overall colour I used Halfords acrylic car paints once again, this time using a metallic silver overall. Once this colour was dry I set about masking a spraying individual panels in various silver and aluminium colours. In all I used about eight colours and the effect was very pleasing.

Once the painting was done the decals were applied and once these were dry the detail parts were added and painted. The undercarriage and doors, the propellers and the nose leg were all added. Talking of the nose leg many authors in other titles have raised the question of how the nose wheel could retract as the model shows no

bay in which the wheel can go. Study of period photographs of the XB-35 will tell you that the second nose wheel door was situated on the leading edge of the wing and that it did not open until the retraction or extension of the leg was in progress. Look at Fig 21B in the instructions and the point at which the arrow marked "FIG.21A FUSELAGE ASSEMBLY" is pointing is the panel I am talking about. Considering the size of this door and the fact that it would retract out into the airflow, acting like a huge brake, it is no wonder the door only opened as the gear moved.

Decals

Markings for the XB-35 are very simple with just stars'n'bars for the wings plus stars'n'bars and serial numbers for the outer faces of the outer engine nacelles; sorry gearboxes.

The decals for the YB-35 include a few more stencils and wing walk markings plus a large "BG-366" for the under surface of the port wing.

The kits decals are quite good. They are well printed but do have prominent carrier film evident. Once released from the backing paper you will find that the glue leaves a milky residue on the image. Apply them and

then remove the residue with a damp soft cloth.

DECAL RATING: 6/10

Conclusion

This is a very good kit from AMT. The quality of the parts is good and although there are some fit problems I can live with them just as long as I can have a flying wing at last. I have seen a few of these made up already and I must say that most people have made a nice job of them.

Recommendation

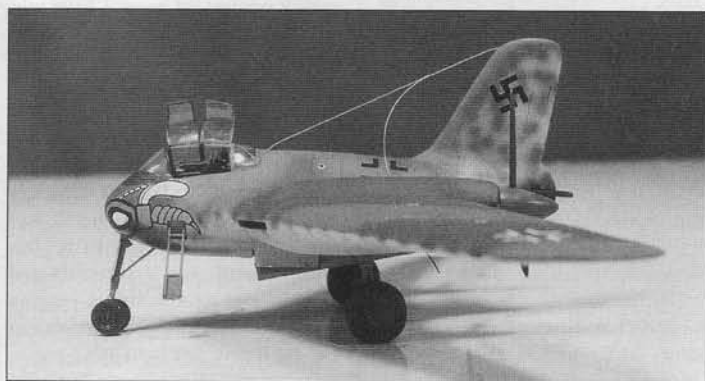
The ease of general assembly and the

size of the finished product make this a kit I can recommend to all. All I would say is you have to be careful as this is a bit of a bastard kit comprising of both XB & YB-35 components and as a result this has resulted in some general inaccuracies. All I would say is that you need a good source for photo's and I would recommend "The Flying Wings of Jack Northrop" which is published by Schiffer Publishing.

My thanks to AMT/ERTL for the review sample.

Richard A. Franks

Messerschmitt Me329A



TECHNICAL DATA

Manufacturer: Toad Resin

Scale: 1/72nd

Price: £23.99

Type: Resin, white metal and etched brass.

Parts: 6 resin, 4 vac-formed (clear), 20 metal & 50 etched brass

Decal Options: None

Supplier: Toad Resin, 152 Godstone Road, Caterham, Surrey. CR3 6RB

The Kit

Continuing with their "what-if" range of Luftwaffe project aircraft Toad has now come up with the Messerschmitt Me329A. This is another mixed-media kit with resin, etched brass, white metal and vacformed clear plastic parts. The only thing that is not included in the kit is a decal sheet but as the Me329 was a projected type the choice of colours and markings is totally up to you.

Construction

The resin pieces are very well cast and there is only a minimal amount of cleaning required before you can start assembly. The main sections were cemented together before I added any

etched detail as I had not been happy with the tail and wing joints during dry-run assembly. Due to the way in which the kit has been broken down I found that the joint underneath the tail cone and the under surface of each wing were very pronounced. I think that if the small section of the undercarriage bays which are incorporated in each wing panel had been moulded with the main fuselage the problems with the wings joint would have been reduced.

The interior of the cockpit, the bomb bay and the undercarriage bays are all detailed with etched brass inserts. The cockpit has white metal seats, instrument panel and sighting arm for the rear tail barrette. The rest of the detail within the cockpit is etched and it even includes a nice little set of rudder pedals and seat belts.

The vac-formed canopy is quite clear and fitting it is no real problem. Looking in various sources I found that the canopy was intended to open in a style very similar to the Me410, so I opted to cut mine into sections and display it open. The vac-formed undercarriage doors are good although I don't think that they would have survived long as single units. I therefore decided to cut each into two sections and cement them on either side

of the undercarriage bay. The bomb bay doors are supplied as etched brass and because of the detail etched onto the inside you will find that they will not easily curve into shape.

The main undercarriage legs are all white metal and I found the links for each, which are supplied as etched brass, to be far too fragile and therefore replaced them. The nose leg oleo was quite poorly cast in my example and the two actuators on either side simply crumpled during cleaning so I replaced each with a length of plastic strip one the oleo had been secured in position.

Much debate seemed to take place with regard to the position of the door for the access ladder. I have seen it fitted in various positions on made-up examples of this kit but looking at one of my sources it showed the mock-up of the aircraft and this showed that the door was hinged on the end of the ladder. Thinking about the ladders position it is therefore possible that it collapsed up into the bay and therefore the door had to be in position last and be connected to the ladder so that it locked both door and ladder in position.

Colour Options

As I stated earlier the kit comes with no decals. The type was a project and it never saw prototype or operational use so the colour scheme you adopt is up to you. Toad do give you a general layout and notes on possible colour combinations within their instructions. I however opted for another scheme of my own choosing and utilised "German Sky" RLM 84 (Aeromaster 9032) underneath with RLM74 (9025) and RLM 75 (9026) on top. Wanting to be a little different I opted for the blue colour for the propeller blades as mentioned in the instructions and used Humbrol Matt 96 for this purpose. The cockpit interior was RLM 66 (9022) and the undercarriage and bomb bay

were RLM 02 (9020). The wheel hubs were gloss Black (Revell 07) and the tyres were Tank Grey (Revell 78), the seat cushions are leather (Revell 84) and the seat belts are Ochre (Humbrol Matt 83).

Decals

As I have already said this kit does not include any decals so you will have to decide what you want and obtain them from other sources.

I opted for a "Wespen" headed example and obtained this marking from the Fujimi Bf110C/D kit. This is the best source for this marking as other examples have the head area included on the decal and this would have been the wrong shape for the Me329. I therefore applied the decal and once dry painted the rest of the "Wespen" in by hand.

All of the other national markings came from the Aeromaster range and the stencilling came from the Fujimi Bf110 kits sheet.

Conclusion

This is a well produced kit from TOAD RESIN. The quality of the moulding is good with excellent recessed panel lines and although the faults with the fit did detract a little I do not believe that the corrections necessary will be beyond most modellers. The etched detail is very nice and my only complaint would be that you have that lovely detailed open bomb bay but nothing to put in it.

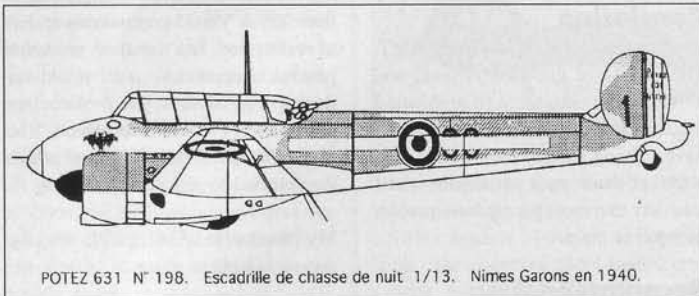
Recommendation

This is a very professional product from TOAD and it is a vast improvement on what I have built from them in the past. The use of all the new mediums within the kit make it one for the more experienced amongst you. If this era is your subject then you won't be disappointed by this model.

My thanks to peter Long at TOAD for the review sample.

Richard A. Franks

Potez 631



POTÉZ 631 N° 198. Escadrille de chasse de nuit 1/13. Nîmes Garons en 1940.

TECHNICAL DATA

Manufacturer: JMGT
Scale: 1/48th
Price: £69.95
Type: Resin, white metal, etched brass and vac-formed plastic
Parts: 35 resin, 2 vac-formed (clear), 29 metal & 27 etched
Decal Options: 7
Distributor: Hannants, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 3AT

The Kit

Following on from some excellent mixed-media kits, JMGT have now issued this new model of the Potez 631. The majority of the model is resin which is exquisitely moulded with fine engraved panel lines and lots of detail. A wealth of white metal components adds all the detail and the final touch is a small fret of very fine etched steel parts. The canopy is moulded as one piece although the manufacturer thoughtfully supplies you with two. The plastic used in these canopies is very clear although it is quite thick once you try cutting it.

The package is completed with an instruction sheet and decals for no fewer than seven different options.

Construction

There are no sequential diagrams to help you with assembly all you get are a few diagrams dealing with the cockpit interior, canopy, undercarriage and engines, tail and machine guns. Saying that there is little need for much else as the sort of modeller who will invest £70.00 in a modeller will surely know what they are doing.

My first task was to join the wings to the fuselage and for this you don't even need to drill holes for pins etc as the manufacturer has made the parts as per an injection kit with large lugs on each wing root and a corresponding hole in the side of each fuselage. The fit in this area

however left a lot to be desired and my initial enthusiasm began to waiver. To get the wings to fit level on the upper surfaces I had to par off resin from the attachment lugs. This raised the wing on the fuselage joint but this did mean that the step on the lower surface increased. I personally wanted the upper joint good and therefore opted for this method you however may wish to approach the situation in another fashion.

I filled the undersurface step and sanded it smooth before I reinstated the panel lines. The cockpit interior was then painted and detailed with the numerous resin, etched steel and white metal components before I set about installing the engines and the tail. The detail on the resin engines is superb and careful dry brushing will bring all this detail out. The etched ring which fits into the front of each cowling has to be sanded a little to fit but once in position it acts as a really good support for the cowls. Two types of propeller and spinner and included and the instructions do note which is applicable to each of the colour options so make up your mind at the start which aircraft you are making.

The tail assembly fitted quite well but it still required filler. The worst part was fitting the endplates. These had a small indentation on the inner face which was meant to line up with the tab on the end of each tailplane. If fitted with this system you will find that they are not parallel and as the top view on the instructions clearly show that they are I decided to remove the tab and stick the endplates directly in position: bad move! I must have stuck those things on about twenty times and as soon as I attempted to do anything off they would fly. In the end I carefully drilled a small hole through the endplate and into the tailplane and installed a length of wire. Once dry the wire was trimmed and the resulting mark was filled and sanded smooth.

The cockpit canopy is very clear

but once you start cutting it you will find that the plastic used is quite thick. This would prove little trouble but unfortunately the rigidity and size of the part means that it can easily crack. Be very careful how you do remove the canopy from the surround and be extremely careful whilst removing the rear gunners portion. The final task was the addition of the ventral gun packs and then I set about painting.

Colour Options

There are seven decal options in this kit and all of them are very colourful. Not all of them are identified to squadrons and groups and as my French is non-existent I will not attempt to decipher them.

I opted for aircraft number 49 which was operated by 2 Esc, GC 1/18 at Dijon in the early part of the war. The aircraft is painted in a similar scheme to all the other options in the kit and this consists of Dark Blue Grey, Light Khaki Green and Dark Brown on the upper surface with Light Blue Grey underneath. The spinner and propeller units are black and the rudder assemblies are painted as French fin flashes.

The interior of the model was painted Dark Blue and I decided to paint the undercarriage bays Chamois. I used Aeromaster Warbird Colours range and this therefore consisted of Dark Blue Grey (9100), Khaki (9102) and Brown (9103) on top with Light Blue grey (9101) underneath. The cockpit interior and undercarriage bays used the appropriate colours from the Xtracolour range. The remaining colours used were from Revell and once all the main painting was complete and dry I applied the decals. Once all this was done the detail parts such as the undercarriage etc were added and the model was given and overall

coat of semi-gloss varnish.

Decals

At first I must admit that I was a bit doubtful as to the quality of the kits decals however an initial inspection made me a little bit happier as each had little carrier film and was semi-gloss. Application of the decals soon dispelled as worries as each had good colour density and reacted well to AERO Sol and Set solutions. Make sure you cut all the carrier film away from each image before you dip them in water as they are a little fragile once of the backing paper and will tear quite easily if you try to cut them.

DECAL RATING: 9/10

Conclusion

What can I say other than this is a quality product. I know I have said that I had problems with the fit on the wings but I do think that this make up into an excellent model and its one I will treasure in my collection for many years to come. The UK price is high but so I suspect was the price to produce this kit so I do not think it is that bad. Personally I suspect I will only ever own one thanks to this review sample but if the scale and topic is your passion then I am sure you will think of a way in which you can get it past "her indoors".

Recommendation

If you like quality and detail and have a great interest in WWII French A.F aircraft then this kit is for you.

The use of all the different mediums make this a kit for the more experienced modeller but if you know your stuff and are willing to have a go you would not be disappointed by the kit.

Highly recommended.

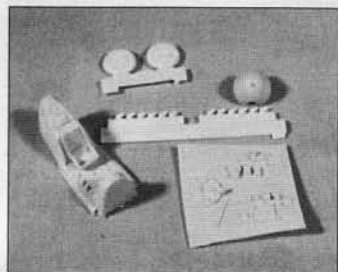
Richard A. Franks



Accessories

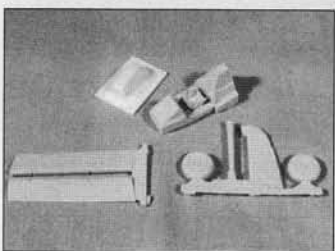
New Range from Hi-Tech

Never one to hang about when it comes to releasing products for new kits, Hi-Tech have recently launched a new range of products which are designed for some of the more recent kit releases.



The Messerschmitt Bf109F detail set; 72001

Speaking to Phillipe at the Nationals he informed me that the old series offered by him would eventually be deleted and he now intended to market this new range, which would expand in the future, which was designed to be relatively inexpensive. I must admit that many people will usually be put off by the price of a product and as Hi-Tech has never been cheap I think that many modellers just view all the range as too expensive to consider. However with this new series I suspect that many modellers will be gaining their first experience with Hi-tech products and they will enjoy it. The first couple of items in the new-look series are in 1/72nd and 1/48th scale.

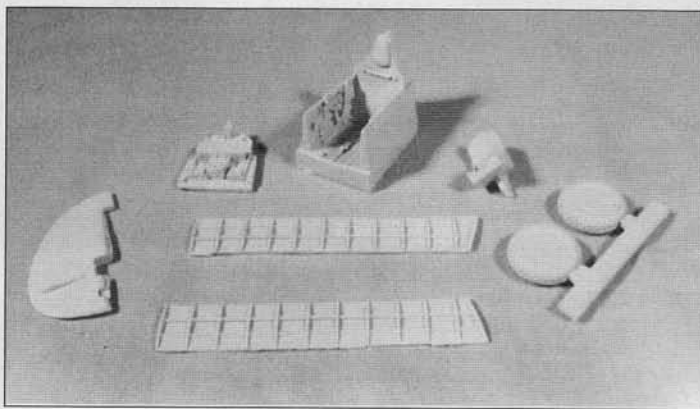


Detail the new Hs129 from Italeri with set number 72002.

In 1/72nd scale there is set number 72001 which is a detail set for the Italeri Bf109F kit. Consisting of a new resin cockpit insert with beautiful thin resin sidewalls and a new instrument panel. The exterior of the model gets a new set of exhaust stakes and a correct shape spinner. The final item is a set of resin wheels which replace the tractor tyres given to you in the kit. All of the parts are excellently detailed and cast and my only regret as far as this set goes is why didn't we get the complete set and include a wing to correct the mis-positioned undercarriage bays on the kit?

The next set, number 72002, is also for a recent Italeri-kit namely the

Henschel Hs129. This set comprises of a superb one-piece cockpit insert which has to be seen to be believed. The armoured back to the pilots seat is included separate, as a vac-formed component. There is a new rudder and two new main wheels complete with radial tread, a new muzzle for the ventral gondola and a nice little set of flaps. Now I thought that the only thing the Italeri kit lacked was the cockpit interior, but the inclusion of the tyres and flaps make me want to get the kit out ASAP and start building.



The superdetail set for and P-40E/F or L variant.

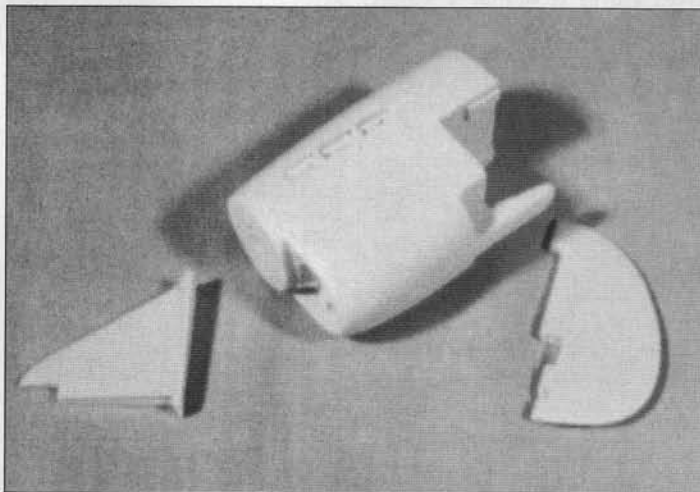
Moving on to 1/48th scale now the next three sets are designed for the Curtiss P-40 and they all use the MAUVE Kittyhawk III as a basis. First comes set number 4802 which is a conversion for the P-40F/L. The set comprises of three resin components; a new engine, vertical tailplane and rudder. The little instruction sheet shows you where to cut the Mauve kit and then it is simply a case of adding the replacement resin parts and that's it. Scaling the forward fuselage up against the Mauve kit proved that all should go well with the conversion

just as long as you cut it in the correct place.

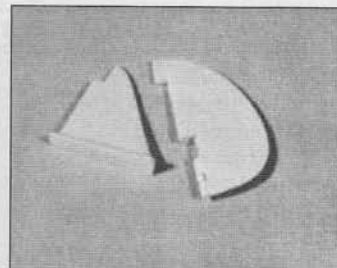
Next is set number 48003 which is a conversion for the P-40D/E variants. This conversion could not be easier as it just consists of a new vertical tailplane and separate rudder assembly. Just kit the Mauve cut where instructed and replace with the resin parts. This is a very simple but effective way to convert your P-40.

Finally comes set number 48004 which is a conversion for the P-40K. The set is similar to the previous example however the new vertical tail has a long ventral spine to it, as this is appropriate to the K series P-40.

About the best new item in this 1/48th scale selection I have left until last. Set number 48001 is a superdetail set for the P-40E/F/L and the set comprises of eight resin pieces. The largest piece is a beautiful cockpit tub. The detail within it is quite superb and once you have added all the other goodies in this set to it I am sure it will look quite amazing. Slotting into position in the front of the tub is a resin instrument panel complete with rudder pedals and a gun sight. Your final item other than the kits control column is the new



Converting the Mauve Kittyhawk III to a P-40F/L is easy thanks to set number 48002.

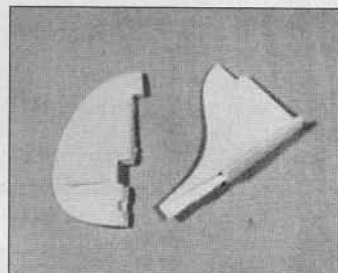


Set number 48003 converts the Mauve kit to the P-40D or E.

resin seat. This is quite an impressive piece of casting as it has all the impressed detail of the real thing and it includes the lap strap buckles already moulded onto the side of the seat. Once you have finished with the cockpit area you can move to the exterior of your model. The set now offers you a nice set of resin flaps. These are very finely moulded with little or no cleaning up required before use. Final details include a lovely set of square tread "weighted" tyres and a new rudder assembly.

New items to come in the Hi-Tech range include P-51D, Bf109G, Dauntless and spitfire Mk IX superdetail sets in 1/48th scale and an SBD Dauntless and TBM Avenger detail sets in 1/72nd.

As a final note for all of you who love Hi-Tech quality, a new range of mixed media kits will be released under the title of "Jourdan" before too much longer. These kits will include injection moulded main components with resin detail parts and vac-formed canopies. All will be to 1/48th scale and the first three will be the Bell P-63C Kingcobra, the Blohm & Voss



The final P-40 conversion is for the K variant.

P.212 and the Arado Ar 196.

About the only thing I do not have at present are UK prices for any of the review samples or for any of the projected items. Keep an eye on the adverts in the magazine for release details etc. Hi-Tech products are available in the UK from Hannants, ED Models and Mary-L Models. All of the items reviewed above are highly recommended and I wish Hi-Tech every success with the new ranges.

My thanks to Hi-Tech for the review samples.

New Figures from Reheat

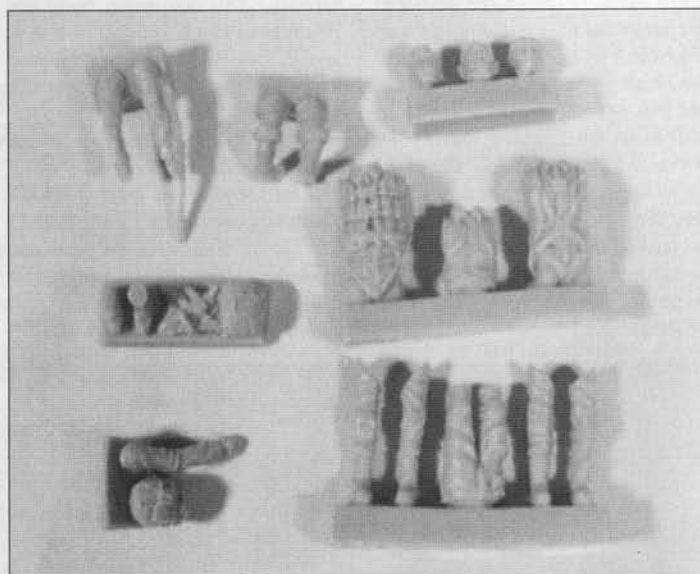
Expanding their range of resin figures of late is Reheat. Having already sampled their excellent 1/48th scale Luftwaffe examples (See Vol 1 Iss 4 Page 165) I was very pleased to receive an example of their latest set.

RH102 is entitled "Japanese Pilots 'Army & Navy' WWII". The set comprises of three figures and they are made up from twenty resin pieces.

The set consist of one officer with peaked cap, flying jacket and trousers and ankle length boots, one pilot in full flying clothing, life preserver, flying helmet and goggles and boots. The final figure is a Kamikaze who is dressed in flying clothing and carries his ceremonial sword and wear the rising sun head band.

To go along with the set is a nicely cast parachute pack which you can

display alongside your figure or drape it on the wing of an aircraft.



These really are a nice little set and the faces of the figures even in this small scale do loo Japanese! I would recommend any modeller with

an interest in diorama building to look at this set as it is well worth having. At £4.99 it represents excellent value for money.

To go along with this set there is also a set of USN/Marine pilots (RH103), USAF Fighters Pilots Korea/50's (RH104) and Modern Russian Jet Pilots (RH105). RH103 is £4.99 whilst RH104 and RH105 are £5.50.

All Reheat products can be obtained from specialist suppliers or direct from the manufacturer at;

REHEAT MODELS

1A Oak Drive
North Bradley
Trowbridge
Wilts
BA14 0SW
Tel 01225 768964

My thanks to Reheat for the review sample.

Latest from Scale Model Accessories

Always pleased to see what SMA have to offer the following review samples were passed to us during the IPMS Nationals.

There are six new figure sets all of which are in 1/48th scale and the first is SMAAR 013 which is entitled "German Bomber Pilots Set 1". This depicts two figures wearing winter flying overalls, they are standing discussing either going on or having come back from a mission. One of the men is lighting a cigarette and the other one is standing with his briefcase on the floor beside him.

Next comes SMAAR 014 which is an RAF pilot who is depicted resting in an old lounge chair with his faithful dog asleep at his feet. The set also includes a gramophone and some records just to help you dress your diorama a little. About the only thing which seems to be missing from this resting pilot figure is his flying helmet and goggles.

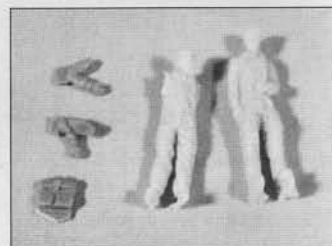
Changing sides again now the next set, number SMAAR 015, is entitled "German Bomber Pilots Set 2" and it comprises of three figures. One figure is standing with one arm outstretched, the other two are seated; one in a normal "pilot" posture whilst the other is looking over his left shoulder and is holding a map in his right hand. The figures are dressed in the overall style flying clothing and each have knee length boots and winter weight flying helmets on.

Staying with Luftwaffe topics the next set is entitled "German

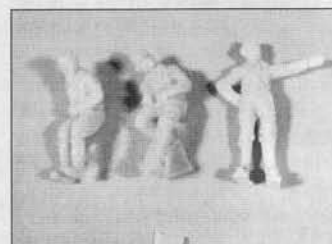
Groundcrew/Bomb Set". Numbered SMAAR 016 the set comprises of two figures and an SC250 bomb. The figures are dressed in the usual overalls and field cap and although they are depicted as holding the bomb at a jaunty angle I suspect that they are guiding it into the bomb bay of an He111 whilst it is being hoisted in nose first.

Still with the Luftwaffe set SMAAR 019 is entitled "Pilot & Groundcrew in Winter Dress". This set contains two figures the first of which is a groundcrew man dressed in his usual overalls and field cap but also wearing a sheepskin waistcoat to keep out the chill. The pilot is depicted seated so that he may be positioned in the cockpit of your model and he is wearing a winter weight insulated flying suit and a leather, winter flying helmet and anti-dazzle goggles.

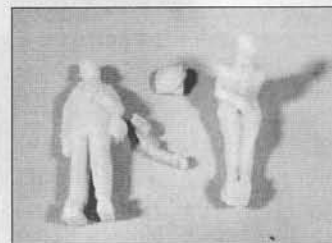
We move back to the RAF with the fifth set. Number SMAAR 018 is called "RAF Groundcrew Set 1" and it contains two figures. The first is an MT driver complete with RAF "Hairy-Mary", forage cap and leather jerkin. The other figure is a Warrant Officer (Second Class) and he is depicted in standard battle dress with a forage cap and carrying the ever-present khaki haversack for his gas mask and his tin helmet. I should point out that the driver figure also comes with his gas mask haversack and helmet although they are cast as separate items so you can hang them over the seat in the cab. The set is



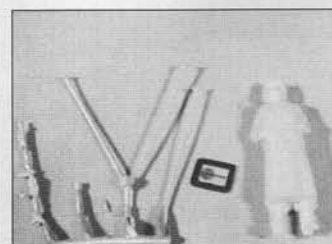
SMAAR 013



SMAAR 015



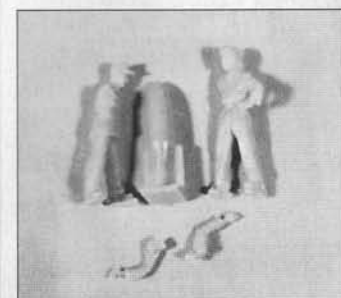
SMAAR 018



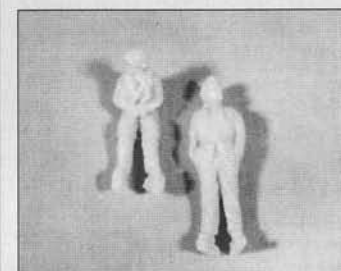
SMAAR 020



SMAAR 014



SMAAR 016



SMAAR 019

designed for use with such vehicles as the Bedford truck (see review elsewhere) although they could be modified and adapted to go in most 1/48th scale British vehicles.

The final set is a very neat little



SMAAR 013



SMAAR 014



SMAAR 015



SMAAR 016

idea indeed. SMAAR 020 is entitled "Anti-Aircraft MG34 on Mount with Figure". As you would imagine the set contains a white metal MG34 (complete with an etched forward sight) and tripod stand plus a resin figure to man it. The figure is standing hands in pockets looking up at the sky, waiting for business!

I must say that I am impressed by the never ending supplies of figures which seem to be on the market place today not just because of the general high quality but because no-one seems to be duplicating each other. These new sets from SMA are well worth considering. Each figure is well cast with good detail and I suspect all that is required is a steady hand and good painting skills. All of the figures I have reviewed are good

but my personal favourites have to be the MG34 and gunner (SMAAR 020) and the MT Driver and Warrant Officer (SMAAR 018).

All of the products reviewed above along with all other items in the SMA range can be purchased direct from the manufacturer. Prices for the sets I have reviewed are as follows;

SMAAR 013	£4.24
SMAAR 014	£4.24
SMAAR 015	£5.77
SMAAR 016	£5.77
SMAAR 018	£4.24
SMAAR 019	£4.24
SMAAR 020	£5.84

All of them are highly recommended. My thanks to SMA for the review samples.



SMAAR 018

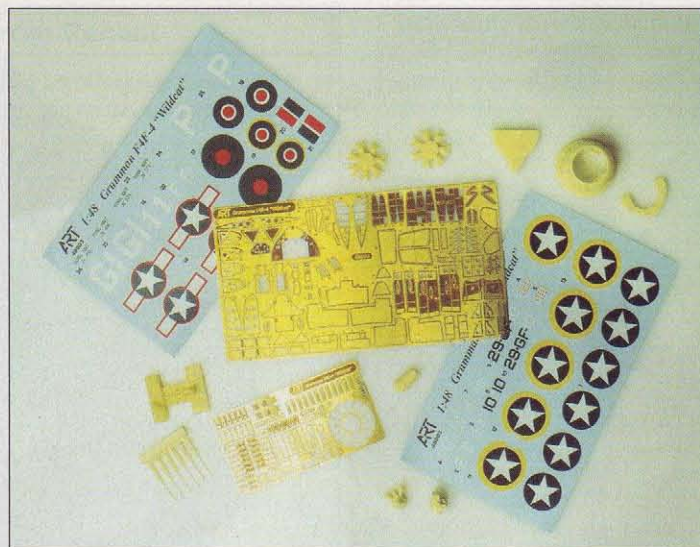
One of the more recent names into the accessory market is the Czech company "Art". I had already been aware of them because they offer some superb 1/72nd scale ejection seats for various modern Soviet aircraft types but I was unaware of their detail sets until I was shown this latest example by FOUR PLUS UK.

Designed for the TAMIYA 1/48th scale Grumman F4F-4 Wildcat this new detail set contains resin and etched brass components coupled with two amazing decal sheets.

The detailing starts with the engine which is replaced with an entirely new example in this set which comprises of a resin main assembly and an etched ignition harness. Your only problem here is how to mount the new engine and I would suggest making up a simple engine ring from wire as once the cowl with its new etched open flaps is fitted you will be able to look right into the back of the engine. The engine cowl I have just mentioned not only comes with etched cowl flaps but it also comes with three etched access panels, so once you have built and fitted the engine it will not be lost under a solid cowl.

Next you will have to make up six machine guns for the wings. These consist of a resin main body with plenty of etched detail added to them.

Before you start fitting the guns you move to the cockpit area. Here



the correct shaped floor is supplied along with all the bulkheads and a new etched seat. As is the fashion with Czech detail sets the instrument panel is made up of etched brass and acetate film, however the whole assembly is backed off with a strong resin bulkhead. New rudder pedals are the final addition in the cockpit area.

With the interior installed and the fuselage together the etched gun sight can be installed. The rear decking has to be removed so that you can show the resin dinghy assembly which is included in the set. The hatch for the dinghy compartment is supplied as etched brass.

The undercarriage and doors now

receive a bit of extra detail and then the sets attention turns to the gun bays in the wing. Complete bays with guns are added for all six guns and each is made up of a combination of numerous etched brass and resin components.

The final task with this set and one which will come as no shock to a lot of you as this is a naval aircraft, is the inclusion of the wing fold and wing fold mechanism. Here the area is detailed with lots of brass and my only concern would be to ensure some rigidity of the completed model after I had lavished all the time and effort on it.

Having built your superdetailed F4F-4 most people would now be

anticipating a search through the after market decal sheets to find some interesting colour scheme, but not with this set as the decals are included. Yours options are not restricted to a couple of aircraft instead you get no fewer than six aircraft. These are:

- F4F-4 of VMF-233 on Henderson Field, Guadalcanal, Summer 1943
- F4F-4 piloted by Capt Joe Foss of VMF-233, Henderson Field, Guadalcanal, 1942
- F4F-4 of VF-29 on USS Santee during "Operation Torch" in 1942.
- Martlet Mk V of 846 Sqn RNAS, D-Day 1944.
- Martlet Mk V of 861 Sqn on HMS Purser, North Atlantic, 1945.
- The final option is an unidentified USMC machine coded "G1".

The asking price for this superb little set is just £24.99 and when you consider that you get fifteen resin, two hundred and twenty etched brass and decals for six aircraft I don't call that bad value for money.

If this is a taste of things to come from this company then we are all in for a real good time.

Stocks of all the ART range can be obtained from the following source;

FOUR PLUS UK
29 Westwood Gardens, Hadleigh,
Benfleet, Essex. SS7 2SH
Tel 01702 559308

My thanks to Four Plus for the chance to see this set.

When Hasegawa released their new Mitsubishi A6M3 Zero, I was impressed by the moulded cockpit detail. At the time I wondered if it could be bettered and the arrival of this new set from Hawkeye Designs just goes to show that it could!

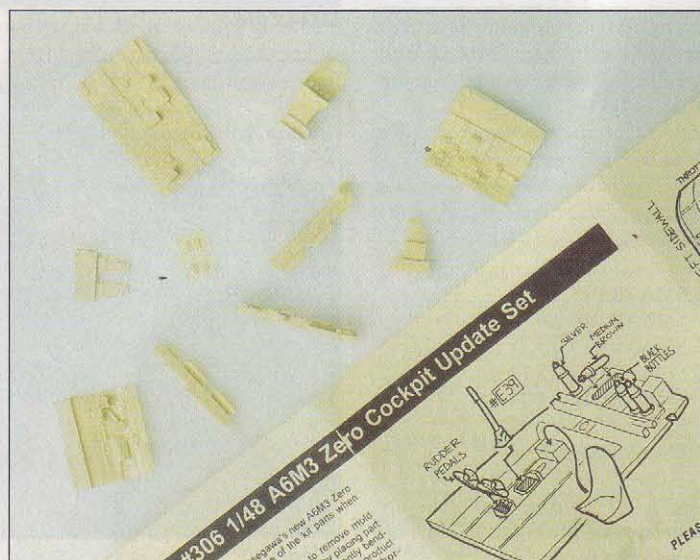
Consisting of eighteen finely cast resin pieces the set is concerned only with the cockpit interior of the Hasegawa kit. The first task is to remove certain portions of the kits instrument panel and then replace these with new resin components. The butts of each machine gun which protrude into the cockpit area are included and they are very nicely detailed. Tiny new resin rudder pedals are included and these, along with a few lengths of wire, are used to replace the kit examples.

One of the neatest touches here is the inclusion of a new seat. Now I am sure you will wonder what possible use a resin seat will be. Well Hawkeye have not only cast the seat beautifully thin but it has all the holes in it and it

is a lot better than the kit example. A little diagram shows you how the seat is fitted in the real aircraft so if you wish to make up all the supports etc from plastic rod, you can.

Moving on to the cockpit floor area this entire area is replaced in resin. To it is added the new rudder pedals, the kits control column, a new resin seat and various bottles which are supplied as resin.

Two of the largest bits in this set



are the new resin sidewall units. Both sides receive a new example and to each is added various control panels and radio equipment all of which are supplied in resin.

The last task with this set is the fitting of the new gun sight. This tiny piece of resin is truly superb in detail and finish. You will have to add some lenses to it from clear plastic card, but other than that it is complete.

This is certainly one superb little set. The quality and finesse of the resin pieces is quite amazing and I can only hope that when I fit it in my A6M3 that my big hands can deal with such delicate pieces.

The UK price for the set is £10.15 and the UK source for this and all other Hawkeye design products is;

AVIA IMPORTS
195 Sidegate Lane, Ipswich,
Suffolk. IP4 4JN
Tel 01473 720993

My thanks to Mike at AVIA for the review sample.

'Bedford' by SMA

One of the most impressive things to come into our hobby of late is a knock-on from the tread-heads, sorry I mean armour modellers! The number of applicable vehicles in appropriate scales for aviation modellers to use on a diorama could be counted on one hand until a few years ago. However with companies such as Scale Model Accessories on the scene nowadays we have a n ever increasing number of excellently produced kits with which to detail our latest creations.

Probably one of the most impressive of these is the release by SMA of a 1/48th scale Bedford MWD 15cwt General Service Truck. Developed from a War Office requirement in 1935, the prototype WD1 was built by Vauxhall and this basic design was

modified to accept six body types and various engine types.

The new model from SMA is based on the MWD late production model and this 15cwt 4x2 vehicle is offered to you as a complete white metal kit. The small boxes weight soon tells you that there is a lot inside and you will not be disappointed by it contents which amount thirty-seven substantial pieces of metal. The main chassis is well cast with good detail and onto it is added the leaf springs, axles and wheels. Final details here are the fuel tanks either side and the kick steps. The rear box body is made up around a solid floor section and all the pieces have very effective wood grain detail. The cab section is also made up on a one-piece base to which is added the sides, back, radiator front and bonnet.



As the inside of a utility truck was basic to say the least it comes as no surprise to find that the kit reflects this with simple and sparse detail. The steering wheel and gear levers are well cast and each seat even includes a well cast cushion. Finally you can add the front mudguard's and then assemble up the three sections to make the entire vehicle. Final details include the forward pusher bar and the windscreen. Here you may wish to add some clear plastic sheet to simulate the windscreen.

Overall this is a neat kit and once completed looks very good indeed. Although not included with the kit the MT driver included in set number SMAAR 018 is designed to fit into this vehicle. Having spoken with the guys at SMA the kit is proving very popular with not only aviation modellers but

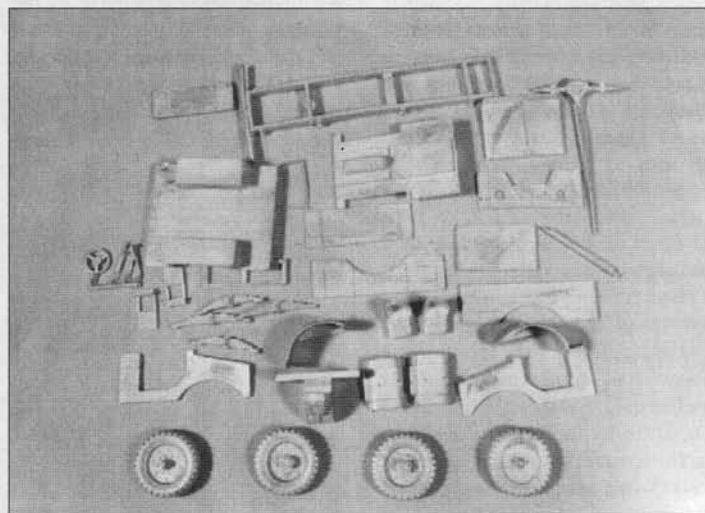
also with the military modellers as well. This is simply because the basic design was re-bodied and I suspect many modellers would prefer to have the basis this kit offers and then add the rest from scratch.

This kit has all the qualities of a good model, it is well produced and packaged, it is easy to make and it is well detailed, finally it offers a lot of options and for the £19.87 price tag considering the large amount of metal included it is very good value.

If you are considering a nice set piece for you next 1/48th scale RAF aircraft then look no further than this Bedford truck from SMA.

Highly Recommended.

My thanks to SMA for the review sample.



Latest from Cooper Detail

Having had the pleasure of meeting the man behind Cooper Detail at this years IPMS Nationals and the chance to see the "real" Cooper, I was delighted to see that his attention had once again turned to the Butcher Bird, only this time in 1/48th scale.

Set number CD4809 is entitled "Fw190A,F & D Detail Kit". Don't be disappointed if you think this is therefore a generic approach to the Fw190 not at all this set contains all the unique pieces for each of the variants. Comprising of nineteen resin and twenty-eight etched brass pieces the set is designed for the Trimaster/Dragon and Tamiya kits. It could be used on the Otaki/Arii or Monogram kits but the manufacturer does point out that this may result in the need for some modifications.

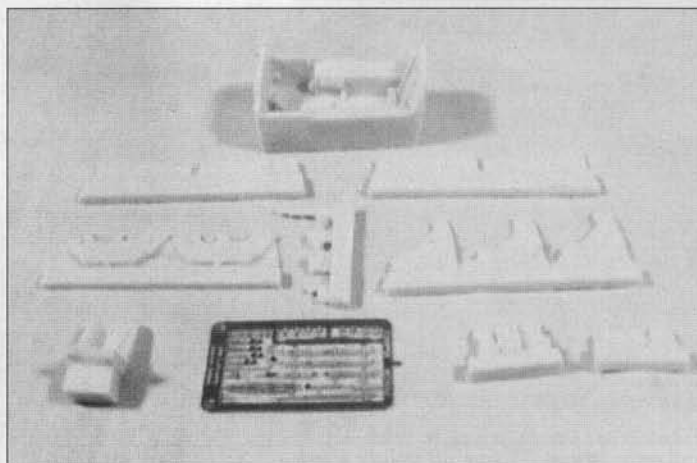
Basically what you get is a resin one-piece cockpit tub. Into this goes the

resin seat with etched brass harness and onto the sides go the resin consoles. New rudder pedals, control column, gun sight and throttle lever are also supplied in resin.

The comprehensive instructions

do point out which of the two styles of side console and lower instrument panel and three styles of main instrument panel are fitted to which variant of the Fw190.

The etched components are small and well detailed. The lap straps even have individual buckle



assemblies, although my nerves and poor eyesight may give best to these parts!

Overall this is a superb package. The inclusion of the different styles of instrument panels and side consoles does mean that although you don't have the complete interior you can at least detail two more Fw190's besides the one which gets the entire treatment.

The UK price for this set is £10.15 and the source is:

AVIA IMPORTS
195 Sidegate Lane
Ipswich,
Suffolk.
IP4 4JN
Tel 01473 720993

My thanks to Roy for making the set in the first place and to Make at AVIA for giving me the chance to see it.

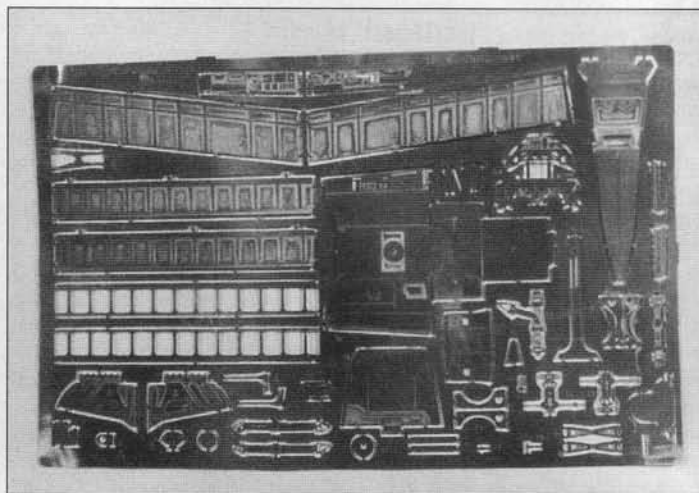
Latest from Eduard

This is another manufacturer with whom each month seems incomplete unless we see some new products from them. There are not a great deal of new sets from Eduard this month however, just three in 1/72nd, two in 1/48th and two in 1/32nd.

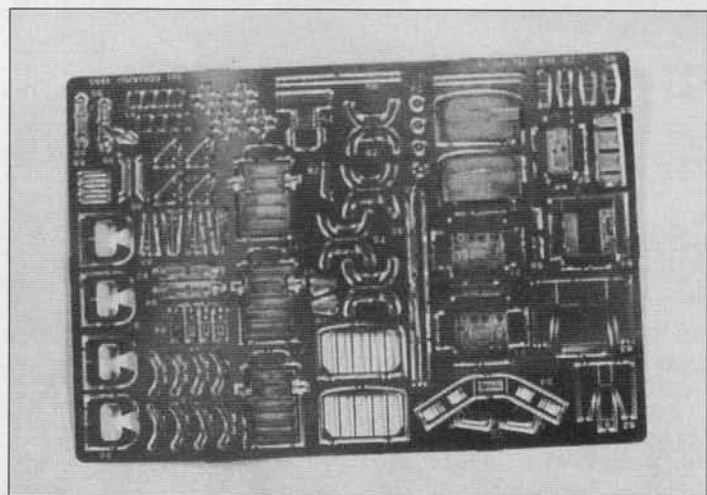
The first set in 1/72nd scale is number 72-168 and it is designed for the Hasegawa S-3B Viking. The set consists of two frets, one

although the set does offer a completely new bomb bay and doors. Your final detail parts include bits for the undercarriage bays and the main access stairs. The Hasegawa kit is pretty sound and all of these additional details will add a lot to the finished product. The price of this set is £6.45.

Next comes set number 72-169 and this is for the Italeri Heinkel



Nice detail for your Tamiya Fw190 is offered by set number 48-154



Part of set number 72-169 designed for the Italeri He111

containing eighty-nine pieces and the other containing eighty-one pieces. On top of this there is the usual acetate instrument panel backing sheet. Details include the usual additions to the ejection seats plus lots of detail in the cockpit area including side consoles and the main instrument panel. There are windscreen wipers for the canopy and various detail parts for the wing pylons. External panels in fittings make up most of the other details

He111H6. The fret is based very much on the larger 1/48th scale offerings from this manufacturer although there will have been some changes to ensure everything fits. The set consists of two frets one containing eighty-five parts and the other containing eighty-four parts. Once again the set is completed with the acetate instrument panel backing.

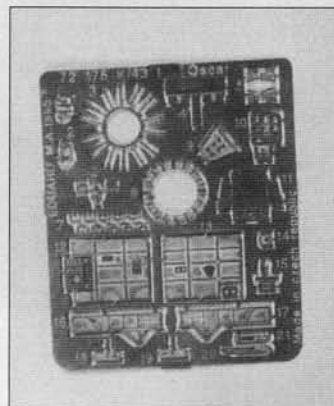
There are lots of new details to be added to the cockpit area including new sidewalls and instrument panels.

The panels positioned on the central section of the upper cockpit canopy are also replaced and the pilots seat gets a new set of belts. Detail is added to the dorsal gunners position and there are quite a few bits and pieces to be added within the fuselage. All the radio equipment within the rear fuselage is included as well as a new ventral radio antenna. The remainder of the etched components are for the exterior of the aircraft and they include flap and aileron actuators, radiator screens and new propellers and fins for the torpedoes.

The Italeri kit of the He111 is the best around and this new detail set will certainly make it even better. The UK price for this set is £6.45.

The last set in this scale is number 72-175 and this is meant for the Fujimi Ki-43-I Oscar kit. The size of the single fret in this set is greatly reduced and there are only thirty-one pieces plus the acetate instrument backing. Detail is confined mainly

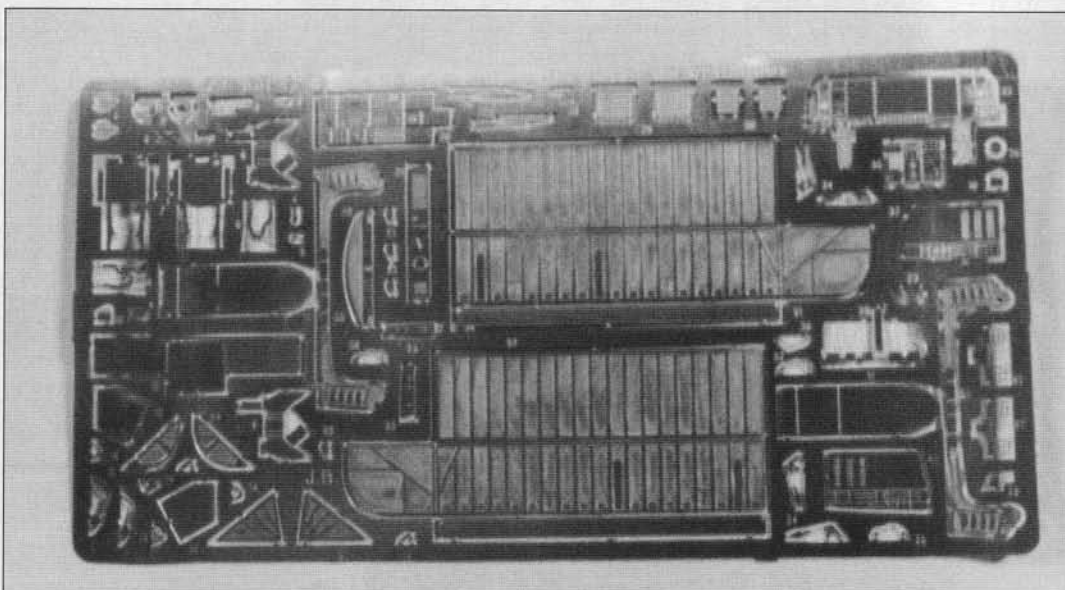
to the cockpit area and there is a new seat and harness, rudder pedals, sidewalls and instrument panel. The rest of the pieces add detail to the annular radiator in the engine cowl, plus a complete new set of doors for the main undercarriage.



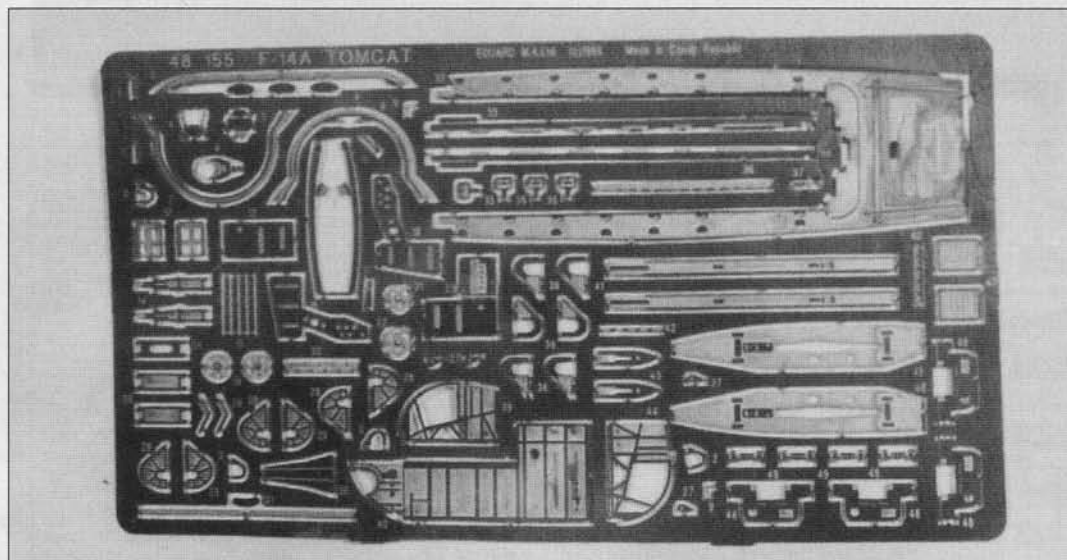
Set number 72-175 the tiny little fret for Fujimi's Ki-43-I Oscar

With the Fujimi kit costing £9.99 I am sure most will be happy with the detail in the kit but for just £3.45 this little set is worth considering.

Moving into 1/48th scale now the first set, number 48-154, is for the new Tamiya Focke Wulf Fw190A3 kit. The large fret contains forty-nine pieces as well as an acetate film. There is lots of work in the cockpit area with a new floor insert, rudder pedals, side consoles and instrument panel plus a new upper decking behind the pilots seat. A new harness for the pilots seat is also included. The set contains new etched compression links for the main undercarriage legs and then it instructs you to cut out the moulded inner undercarriage doors and replace them with etched examples. Here I would hasten you to look at your reference sources as I am sure that the inner set of doors on the early Fw190's only opened during



This is one of the frets from the new S-3B detail set by Eduard.



Spruce up your Tomcat with this new set from Eduard.

retraction or extension of the main gear. If the doors were open whilst the aircraft was on the ground it meant that the groundcrew had pulled them open. Final details in the set include a new tail wheel link and a full set of details so that you can pose your model with the flaps open.

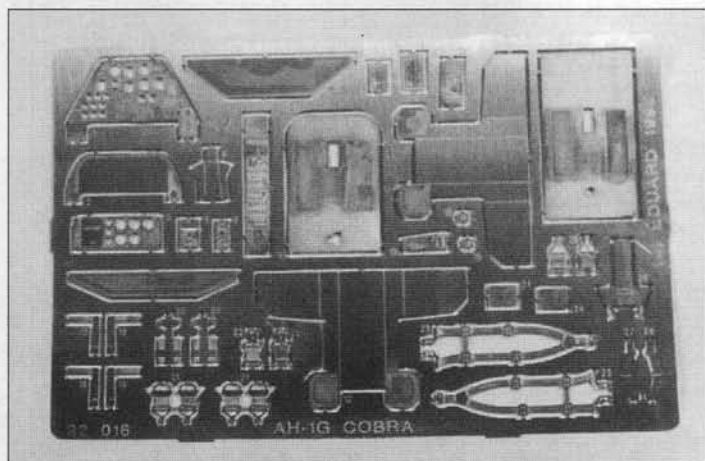
Apart from what I said about the undercarriage doors this is a good set. The Tamiya kit already builds well straight from the box but if you must detail it further then this set is for you. The UK price is £6.45.

Next in 1/48th scale is set number 48-155 and this is for the F-14A Tomcat offered by Hasegawa. The fret contains eighty pieces although there is no acetate film for the instrument panel in this set. Details include various details for the main instrument panel, new rudder pedals and side console detail. The cockpit canopy gets framework detail that includes the mirrors and the cockpit sills below the canopy get the locking mechanism detail added.

The cannon bay is one of the major detailing tasks in the set as you have to remove all the moulded detail and then add new bulkheads and various bits and pieces before you make up the rotary cannon from etched brass and lengths of tubing. The nose wheel well and nose leg strut also come in for a lot of detailing. Your final jobs will include new grills for the upper fuselage, new actuator links for the main undercarriage doors and various details for the missile rails.

This is a big fret with a lot of detail in it. If you like superdetailing and the Tomcat then you are made with this set, although I must say that the gun bay detail looks very temper testing to me! The UK price for this set is £6.45.

Moving up a scale now the final two sets are in 1/32nd scale. First is set number 32-016 and this is for the Revell Bell AH-1G Cobra. The set comprises of two frets one containing thirty-seven pieces whilst the other contains sixty-two parts.

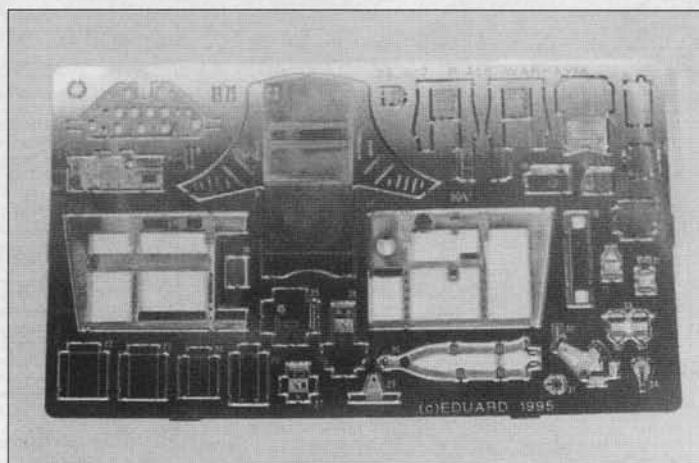


One of the frets from the two part set offered by Eduard for the Revell AH-1G Cobra.

The set is completed with the usual acetate film for the instrument panel. Detailing consists of a new instrument panel for both crew members, lots of new side console

The final set from this recent batch by Eduard is number 32-017. Designed for the Revell P-40 Warhawk kit the set comprises of two frets of etched brass and the acetate film for the instrument panel. Both frets are of equal size and one contains thirty-five pieces whilst the other contains thirty-eight.

The detail consists of a new instrument panel and rudder pedals. There is a completely new seat complete with seat belts and each side wall gets the full treatment with lots of brass detail. Externally the air intakes in the chin get new etched grills and the drop tank has new stays and filler points. The coolant gills for the undersurface of the engine cowl are also included and each of the main undercarriage bays get new inserts. The insides of the undercarriage doors also get some detail and the tail wheel well gets new stays and brackets. The final detail is a ring and bead sight for the upper cowling forward of the cockpit.



Detailing your 1/32nd scale P-40 has never been so easy, thanks to this new detail set from Eduard.

detail and new sides for the seats plus a new set of harness for each.

Externally you get various blade aerials and grills and details for the landing skids. The nose gatling gun is replaced with a new one made of etched brass and tubing. The weapons pylons on either side of the fuselage gets new shackle details and the multiple rocket launcher's also receive some additional detailing.

Overall this is a comprehensive set. The scale of the subject does mean that the medium seems to handle the finesse with regard to detail far better and as a result I was very impressed with the quality of all the etched components. It may well be however that I am simply getting old and these big bits look more useable to me; I hope not! The UK price for this set should be £6.45.

Once again this is a comprehensive set and one which will add a lot to your finished model. The quality of the etched parts is excellent but due to its much larger size it costs £8.45.

All of the above sets are recommended. All of the above sets and any other within the Eduard range can be obtained direct from Four Plus UK and all of the prices quoted are from that source. Their address is:

Four Plus UK,
29 Westwood Gardens,
Hadleigh, Benfleet,
Essex. SS7 2SH
Tel/Fax 01702 559308

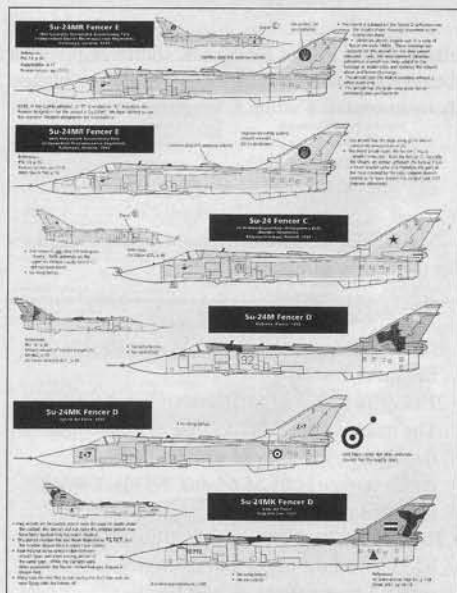
Our thanks to Four Plus for supplying the review samples.

New From Cutting Edge

A new name that we would like to welcome to the review pages of Scale Aviation Modeller is Cutting Edge. We received eight of their most recent decal sheets, three are in 1/72nd scale, three are in 1/48th scale and the final two are in 1/32nd.

Starting with 1/72nd the first sheet (CED72001) is for the Sukhoi Su-24 Fencer and you are offered six options on the sheet. These are:

- SU-24MR; 48th Independent Guards Reconnaissance Regiment, Kolomyia, Ukraine, 1991.
- SU-24MR; 48th Independent Reconnaissance Regiment, Kolomyia, Ukraine, 1992
- SU-24 Fencer C; 3rd Bomber regiment, Kreibau, Poland, 1991.
- SU-24M; Kubinka, Russia, 1992



- SU-24MK; Syrian Air Force, 1993.
- SU-24MK, Iraqi Air force, Iraq and Iran, 1991

On top of all these individual markings there is a wide selection of aircraft stencils. The position of these stencils are shown in the instructions.

Next comes sheet number CED72004 which is for Israeli F-4's and RF-4's. The sheet offers decals for no fewer than twelve options and they are:

- F4E No 209 Patishim (Hammers) 69 Sqn, Tel Nov.
- F4E No 119, Atalef (Bat) 119 Sqn, Ramat David.
- F4E No 124, Zanol Katom (Orange Tail) 107 Sqn, Hatzerim.
- F4E No 303, Patishim (Hammers) 69 Sqn, Ramat David.
- F4E No 156, Ahat (One) 201 Sqn, Tel Nov.
- F-4E No 321, Atalef (Bat) 119 Sqn, Ramat David.
- F-4E(S) No 498, Atalef (Bat) 119 Sqn, Tel Nov.
- Kurnass 2000 No 674, Ahat (One) 201 Sqn, Tel Nov.
- Kurnass 2000 No 686, Atalef (Bat) 119 Sqn, Tel Nov.
- RF-4E No 198 (early nose), Atalef (Bat) 119 sqn, Ramat David.
- RF-4E No 497 (late nose), Patishim (Hammers) 69 Sqn, Ramat David.
- F-4E No 211, Akrov (Scorpion) 105 Sqn.

The sheet also includes a mass of stencils and detailed notes on the differences between variants and a colour cross reference chart for all the appropriate colours.

Next is sheet number CED 72005 and this is entitled "Israeli Air Force F-15 A/B/C/D "Baz" (Falcon)" The sheet offers options for eight aircraft and they are:

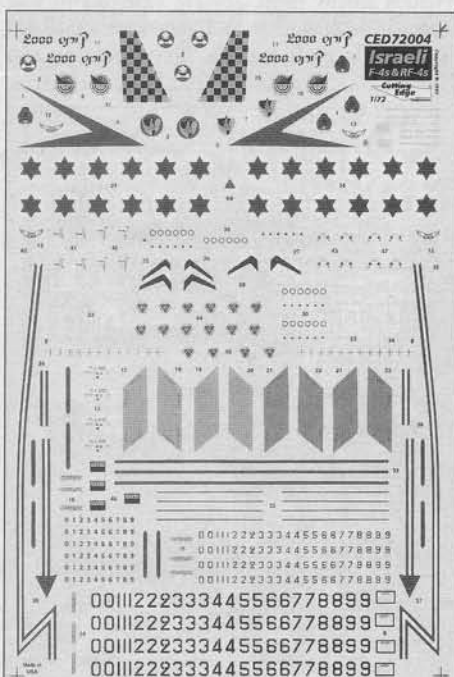
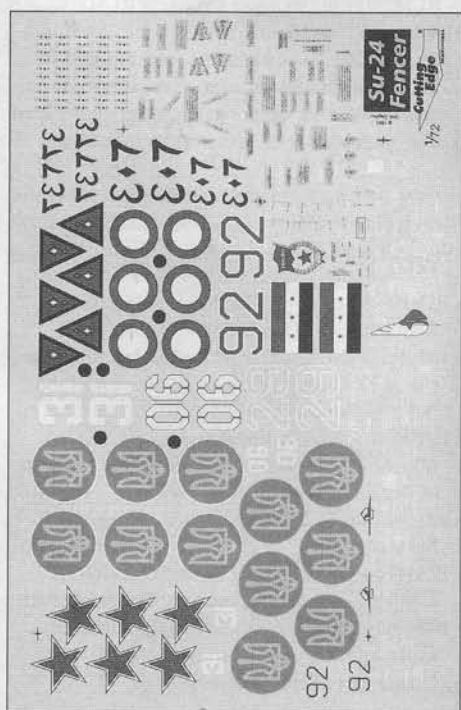
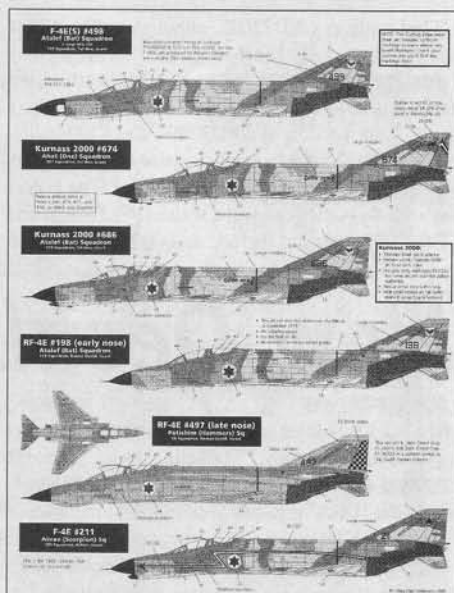
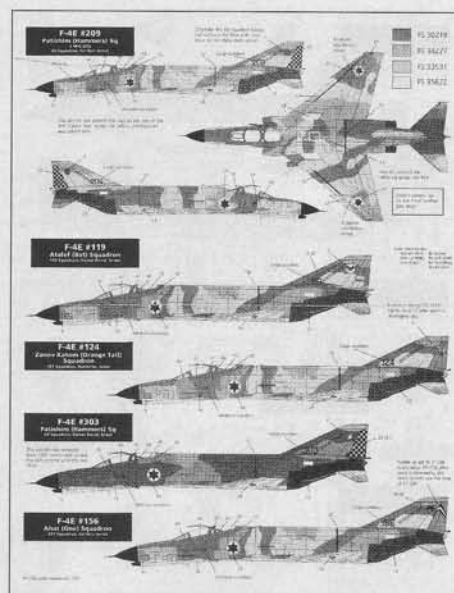
- F-15A No 695 "The Star", 115 Sqn, Tel Nov.
- F-15A No 646 "Thunder", 133 Sqn, Tel Nov.
- F-15A No 404 "Arrow From a Bow", 133 Sqn, Tel Nov.
- F-15B No 455 "Storm Wind", 133 Sqn, Tel Nov.
- F-15C No 840 "Commando", 106 Sqn, Tel Nov.
- F-15C No 848 "Falcon", 106 Sqn, Tel Nov.
- F-15D No 957 "Sky Blazer", 106 Sqn, Tel Nov.
- F-15D No 979 "Beating Wings", 106 Sqn, Tel Nov.

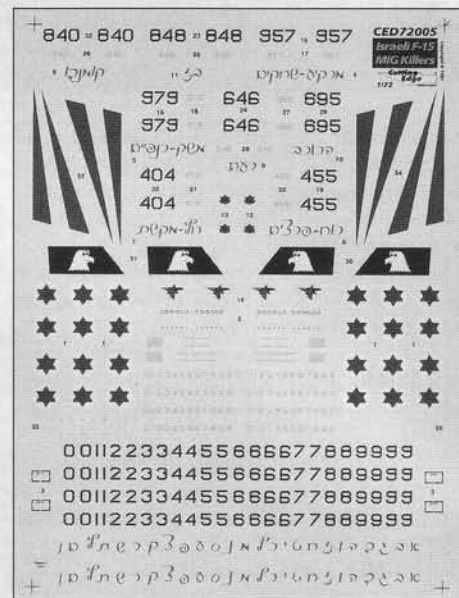
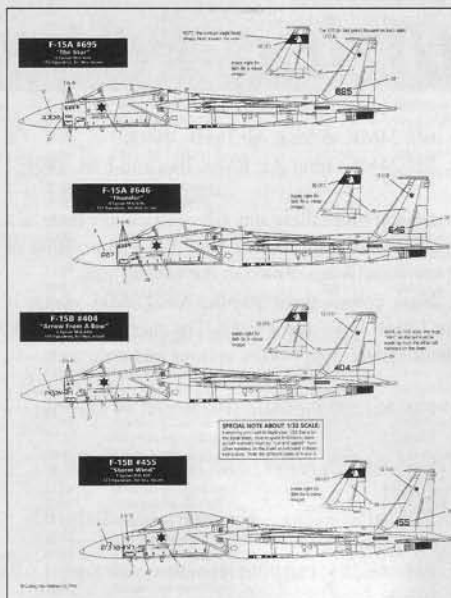
The sheet once again carries many stencils plus details of the individual aircraft and a list of other applicable names and aircraft numbers.

Moving into 1/48th scale the first sheet is CED48001 and this is just a larger version of 72001. All the options listed against the 1/72nd scale version are available on this larger scale sheet as well as the selection of stencils etc.

Next is CED48004 and this is once again the Israeli F-4's and RF-4's offered on CED72004 but scaled-up to 1/48th. All the options listed against that sheet are also offered on this larger double sheet.

The same applies to sheet number CED48005 which is the Israeli F-15 sheet which is available in





1/72nd scale as CED72005, although unlike 48004 this is only a single sheet set.

Moving into 1/32nd scale you will therefore not be surprised to here that sheet CED32001 is just a larger scale version of CED72001 and CED48001, whilst CED32002 is a larger version of CED48005 and CED72005, the Israeli F-15 sheets. The bigger versions do come with some restrictions though and CED32002 does not include as many decals as the

smaller versions although all the options are still given in the instructions. The Phantom set however is offered as a double sheet all of the markings are included although a lot of the stencilling is missing.

All of these sheets are most impressive being not only colourful but extremely interesting. If you have one of the excellent new Revell 1/32nd scale F-4F's you may well want one of these sheets to liven up your completed model and I would not

blame you. I do not have a UK source or price for the reviewed samples and I would therefore suggest that you contact Cutting Edge direct via;

Meteor Productions
P.O. Box 3956, Merrifield, VA 22116, USA

My thanks to Cutting Edge/Meteor Productions for the review samples.

New Decals From USA

Here is a new manufacturer of decals who is in fact a publishing company. Marketing under the name of Third Group Decals this new range of decals from the USA are produced by Three Geese Publishing Company.

My selection of some of the most recent sheets came via the new UK importer of the range, The Aviation Hobby Shop. I have examples of four sheets all of which are to 1/48th scale although I believe that each par the first sheet are also

available in 1/72nd scale.

First sheet number 48-007 which is for the Junkers Ju-87 and the sheet is entitled "Desert Ju 87B/R Stuka's". You get options for four aircraft and they are;

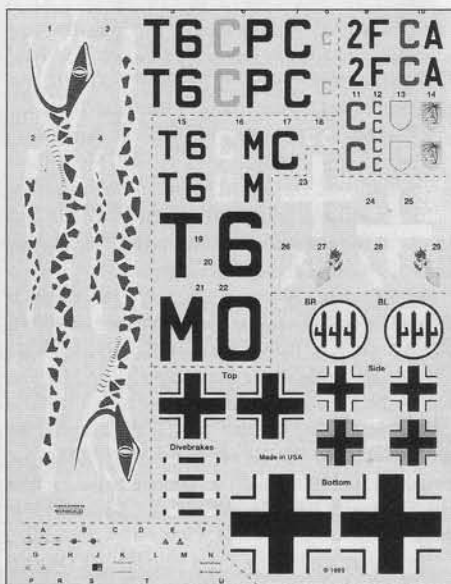
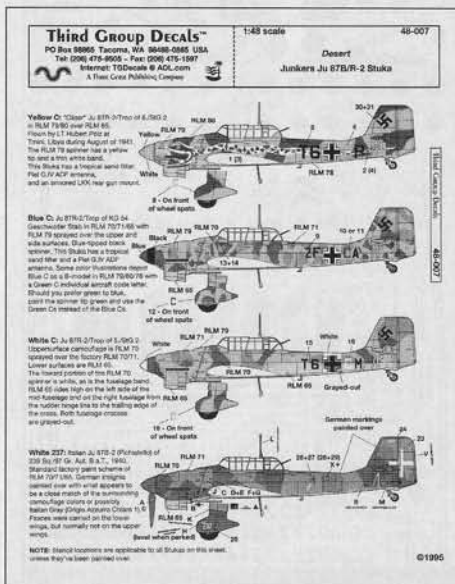
- "Yellow C" Ju 87R-2 of 6./StG 2, flown by Lt Hubert Polz at Tmini, Libya in August 1941. The aircraft is RLM 79 with RLM 80 blotches on top and RLM 78 underneath. The machine

carries a large snake motif along each side of the entire fuselage.

- 2F+CA Ju 87R-2 of Geshwader Stab.KG54. The machine is RLM70/71 on top which has then been over sprayed with RLM 79. The under surface is RLM 65 and the black spinner is tipped in blue.
- T6+CM Ju87R-2 of 5./StG 2. This machine is RLM 79 on the upper surface which has been sprayed over the old factory finish of RLM70/71. The under surface is RLM 65.
- "White 237" and Italian Ju-87B-2 of 239 Sq./97 Gr. Aut. B.a.T in 1940. The machine is RLM 70/71 in a splinter pattern on top with RLM 65 underneath. All the german markings have been over painted in what appears to be Italian grey.

Next comes sheet number 48-008 and this is for Messerschmitt Bf109E-1, 3 & 4's. The sheet gives you seven options and they are;

- Bf109E-3 flown by Hauptmann H.Ihefeld, Kommandeur II(J)/LG 2 in France in 1941.
- Bf109E-3 also flown by H.Ihefeld but whilst he was at Keskemet, Hungary at the start of the Balkans Campaign in 1941.
- Bf109E-1 flown by Lt J.Arnoldy of 4./JG77 whilst based at Mandal, France during the Battle of Britain in 1940.
- Bf109E-4/B of 2(J)/LG 2 based at France in November 1940.
- Bf109E-4 flown by Lt H.Demes of 4./JG77, while based at Westerland/Sylt, Germany 1940.
- Bf109E-1 flown by Uffz J."Sepp" Heinzeller whilst with 2(J)/LG 2 during the Polish Campaign in September 1939.



[illegible][illegible][illegible]

- Bf109E-4 of III/JG 77 based at Molaoi, Greece in May 1941, just prior to the assault on Crete.

Next is sheet number 48-009 and this also deals with the Messerschmitt Bf109 although this time only those operated by JG 77. The sheet gives you options for five aircraft and they are:

- "Black 10": Bf109E-4 of III/ JG 77 based at olaoi, Greece in May 1941.
- "White 13": Bf109E-3 flown by Oblt H.Heinz the Staffelkapitan of 4./JG 77 whilst in Poland in September 1939.
- "Brown 4": Bf109E-1 of 3(J)/LG 2 whilst based at Hage, Germany in January 1940.
- "Black 2": Bf109E-4 of 2 (J)/LG 2 based at Radomir, Bulgaria in April 1941 just at the start of the Balkan Campaign.
- "White 5/Brown 13": Bf109E-1 of 7./JG 77 which was flown by Oberfeldwebel K.Ubben and was based at Tondheim-Vaernes, Norway in July 1940.

The final offering also sees a change in sides and era as we move to an American aircraft and move into the 1950's. Sheet number 48-010 is entitled "Post WWII USN/USMC Vought F4U-4/AU-1 Corsair" and it offers you options for three aircraft which are:

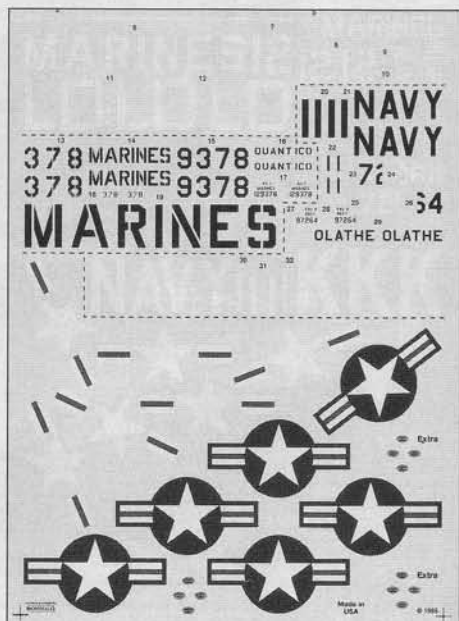
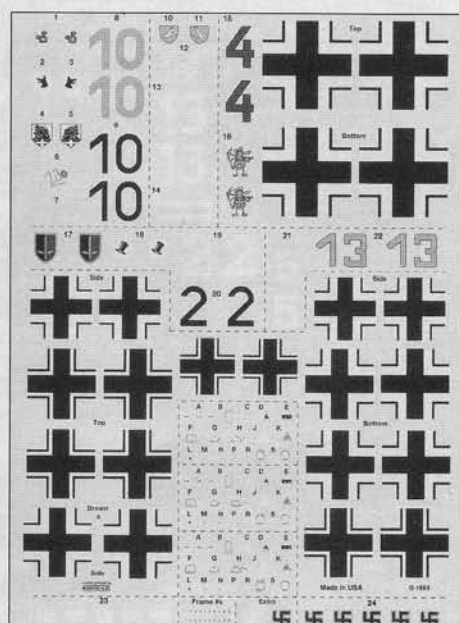
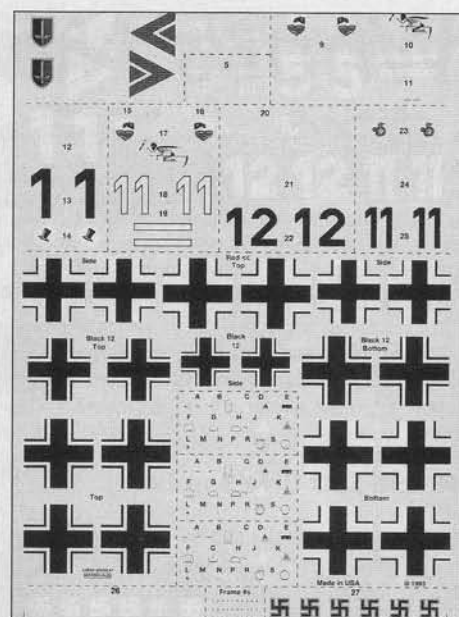
- "Jody" an AU-1 operated by VMA-212 at K-3 (Pohang), Korea in 1953. This machine is overall Glossy Sea Blue and it has a large white arrow pointing from the cockpit to the nose.
- "Black 378" an AU-1 of AES-12 based at MCAS Quantico, Virginia in 1957. This machine is flat Gull Grey over gloss white. This machines upper leading edges to both the wings and tailplanes are white and it has a large black anti-dazzle panel running from the cockpit to the extreme of the nose.
- "Black 11" an F4U-4 based at NAS Olathe, Kansas in 1956. This machine is flat Gull Grey over gloss white with a black propeller and a flat Sea Blue anti-dazzle panel. The windscreen frame is flat Gull Grey and the rest of the cockpit canopy is glossy Sea Blue. The outer wings and rudder are also glossy Sea Blue and the fuselage band is International Orange.

All of these sheet are excellent and they offer very good value for money at just £4.50 each. The decals themselves are printed by Microscale and this will give you some idea of the quality.

My only comment would be that with so many new decal manufacturers in the market now and with so many of them using the same company to make their products I would have hoped that they would devise their own individual styles. Looking at this sheet I was unsure of who it was making them until I looked closer and the layout of each sheet is very similar to another far bigger manufacturer. This is a personal point but I would have hoped that each company could gain its own style without just looking like all the others in the pack.

If you want examples of these decals, and they are all recommended, then give The Aviation Hobby Shop a call as they carry the entire (and ever expanding) range in stock.

My thanks to The Aviation Hobby Shop for the review samples.



What's New From Aeromaster?

A month does not seem complete without a few new decal sheets from Aeromaster and I am pleased to say that this is well and truly complete.

A nice little selection of sheets have been received for review and they not only cover both scale; 1/72nd and 1/48th, but also both WWI and WWII. I have eight in 1/48th scale and nine in 1/72nd.

To cut out my tedious ramblings and to offer you both instructions and decal sheets we have produced most of these in colour, and each is keyed into the following simple narrative text. So let's start with 1/48th scale.

48-136 SBD Dive Bombers

1. SBD-2 "S-3", Air Group Five, U.S.S. Yorktown at the Battle of the Coral Sea.
2. SBD-5 "White 45" of VB-16, U.S.S. Lexington during the fighting on the Gilbert Islands, Nov. 1943.

3. SBD-3 "2-S-12" of VS-2, Battle of the Coral Sea, 1942

4. SBD-3 "B-10" of VB-3 flown by Lt Syd Bottomly and gunner AMM2c Daniel F. Johnson, Midway, 4 June 1942.

COLOUR

Options 1,3 & 4 are in Non-specular Blue-Grey upper surface with non-specular Light Grey underneath. Option 2 is semi-gloss Sea Blue upper surface with Intermediate Blue on the vertical surfaces and white underneath.

- 48-175 German 5 Colour Lozenge Camouflage (Upper Surface).
- 48-176 German 5 Colour Lozenge Camouflage (Under Surface).
- 48-177 German 4 Colour Lozenge Camouflage (Upper Surface).
- 48-178 German 4 Colour Lozenge Camouflage

(Under Surface).

N.B All of the above sheets contain four strips of lozenge fabric and a separate sheet containing four lengths of two colours of rib tapes.

48-179 Fokker Triplane Collection Part I

1. Dr.I 504/17 flown by lt.n.d. R.Rudolf.Rienau of Jasta 19.
2. Dr.I possibly flown by Lt.n. von Budde whilst he was Commander of Jasta 15.
3. Dr.I flown by Lt.n.d.R. Herrman Becker of Jasta 12.
4. Dr.I of Jasta 12.

COLOUR

All the options are Dark Olive streaked over natural fabric. Option one has diagonal white stripes on the fuselage. Option 2 has black and white stripes on a band on the fuselage and on the tail. Option 4 has a black tail.

48-181 Albatros Collection Part I.

1. D.V D.2284/17 flown by Lt. Hans Waldhausen of Jasta 37.
2. D.V flown by Lt. Hans Joachim von Hippel of Jasta 5.
3. D.V flown by Vizfeldwebel Otto Konneke of Jasta 5.
4. D.v flown by Hpt.Eduard von Ritter Schleich the C.O of Jasta 21.
5. D.III (OAW) operated by Jasta 10 in 1917.

COLOUR

Option 1 is varnished plywood with 4 or 5 colour lozenge on the wings and Light Grey struts and metal fittings. Option 2 has a Light Grey fuselage, Dark Green and Mauve camouflage on the upper surface of the wings with Light Blue underneath. The tail is entirely Dark Green.

Option 3 is Dark green overall with Green and Mauve camouflaged upper wings with Light Blue underneath. Option 4 has a varnished fuselage with a Dark Green upper decking. The wings are Dark green and Mauve camouflage on top with Light Blue underneath. Option 5 is varnished plywood over with those Green and Mauve wings.

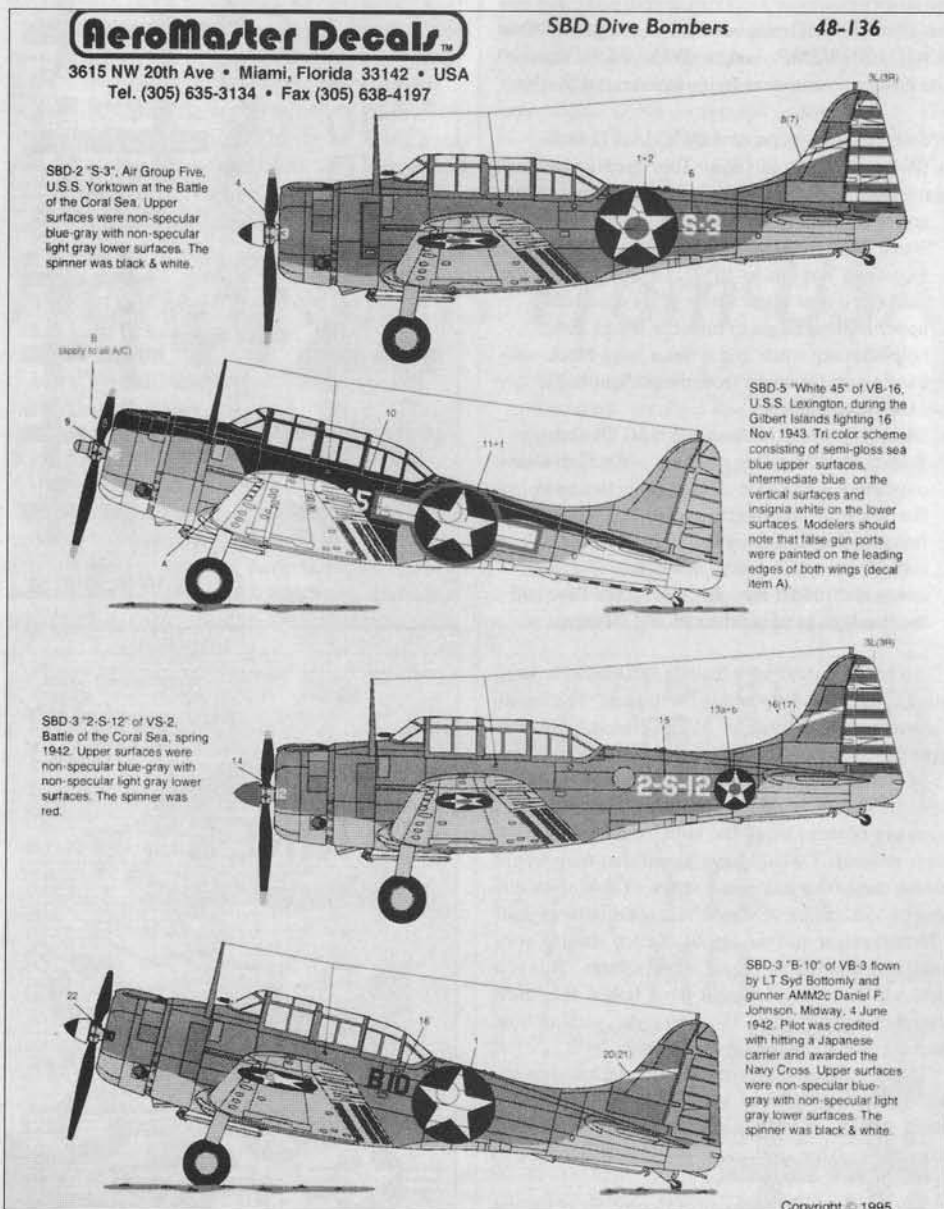
NOTE: The decal sheet also comes with an additional sheet of varnished wood effect which is as big as the main sheet.

48-186 Pfalz Fighter Collection Part II

1. Pfalz D.IIIa 8284/17 flown by Vzfw Jakob Pollinger of Jasta 77.
2. D.IIIa 4203/17 flown by Lt.n. von der Marwitz of Jasta 30.
3. D.III 1370/17 of Jagdeschwader Nr 1.
4. D.IIIa 5938/17 of Jasta 31.

COLOUR

All the aircraft are overall Silbergrau but option 1



48-136 SBD Dive Bombers

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Dr.1 50A/17 flown by Lt. R. Rudolf Harnau, Jasta 19. Aircraft in factory scheme. Dark Olive paint streaked over fabric covering on the sides and upper surfaces of fuselage, wings, winglet between the wheels, and wheel cover outer faces. Undersides of the fuselage, wings and tail were Turquoise Blue. Interplane and landing gear struts Turquoise Blue. All Dr.1 propellers were wood. White rudder. Upper wing crosses modified with dark Olive Brown paint, lower wing crosses with Turquoise Blue. The White engine cowling was the unit marking of Jagdgeschwader II. The Yellow horizontal tail with Black bands was the distinctive marking of Jasta 19.

NOTE: Follow strict numerical decal order when applying fuselage markings and adjacent lettering.

Dr.1 probably flown by Lt. von Budd, Commander of Jasta 16 in early March 1918. Aircraft in the factory scheme of Dark Olive paint streaked over the fabric covering on all upper and side surfaces with Turquoise Blue undersides. Factory applied crosses on White fields. Rudder and engine cowling were White. Command chevrons on horizontal tail were probably in White and Black. Serial number unknown.

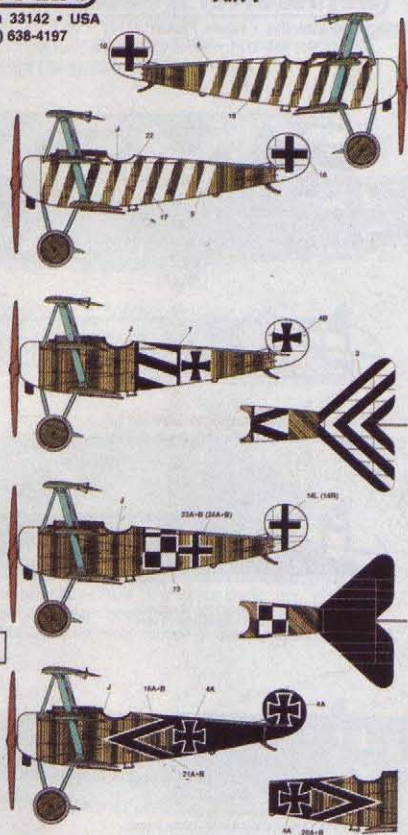
Dr.1 believed flown by Lt. d.R. Hermann Becker of Jasta 12 around May of 1918. Aircraft in factory scheme. Upper wing crosses were modified with Dark Olive paint, possibly Brown. Lower wing crosses with Turquoise Blue. White rudder and Jagdgeschwader II engine cowlings. The distinctive marking of Jasta 12 was a black air fuselage and tail. Serial number unknown.

NOTE: Apply decals to both left and right sides, except as indicated on the drawings.

Dr.1 of Jasta 12, early Spring of 1918. Pilot and serial number unknown. Aircraft in factory scheme of Dark Olive paint streaked over upper and side surface fabric covering with Turquoise Blue undersides. Engine cowl was White, air fuselage, rudder and horizontal tail were all Black. Factory applied crosses on the fuselage and tail were modified when the Black Jasta 12 markings were applied. Factory-applied wing crosses on White fields remained unmodified.

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Fokker Triplane Collection 48-179 Part I



48-179 Fokker Triplane Collection Part I

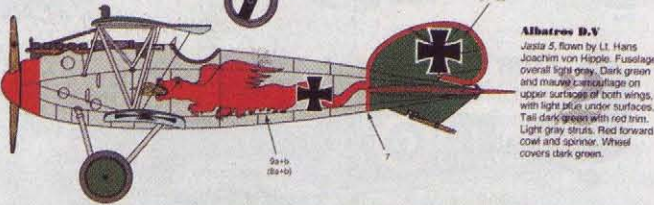
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Albatros Collection 48-181 Part I

Albatros D.V. 8.228/17

Jasta 27, 1917, flown by Lt. Hans Waldhausen. Clear varnished plywood fuselage. Wings covered with 4 or 5 color lozenge camouflage fabric. Rudder covered with under surface lozenge camouflage fabric. Light gray struts and metal panels. Black spinner, black and white wheel covers.

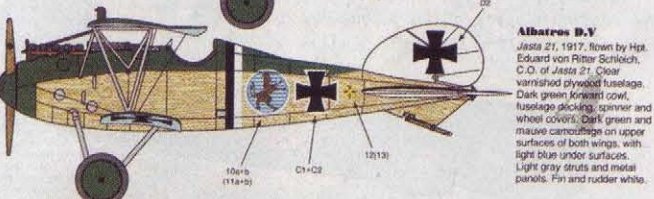


Albatros D.V

Jasta 5, flown by Lt. Hans Joachim von Hippo. Fuselage overall light gray. Dark green and mauve camouflage on upper surfaces of both wings, with light blue under surfaces. Tail dark green with red trim. Light gray struts. Red forward cowling and spinner. Wheel covers dark green.

Albatros D.V

Jasta 5, flown by Vizetichweber Otto Kanneke. Fuselage overall dark green. Dark green and mauve camouflage on upper surfaces of both wings, with light blue under surfaces. Tail dark green with red trim. Dark green wheel covers and struts. Red spinner.



Albatros D.V

Jasta 21, 1917, flown by Hpt. Eduard von Ritter Schleich. C.O. of Jasta 21. Clear varnished plywood fuselage. Dark green Komet cowling, fuselage pinking, spinner and wheel covers. Dark green and mauve camouflage on upper surfaces of both wings, with light blue under surfaces. Light gray struts and metal panels. Fin and rudder white.

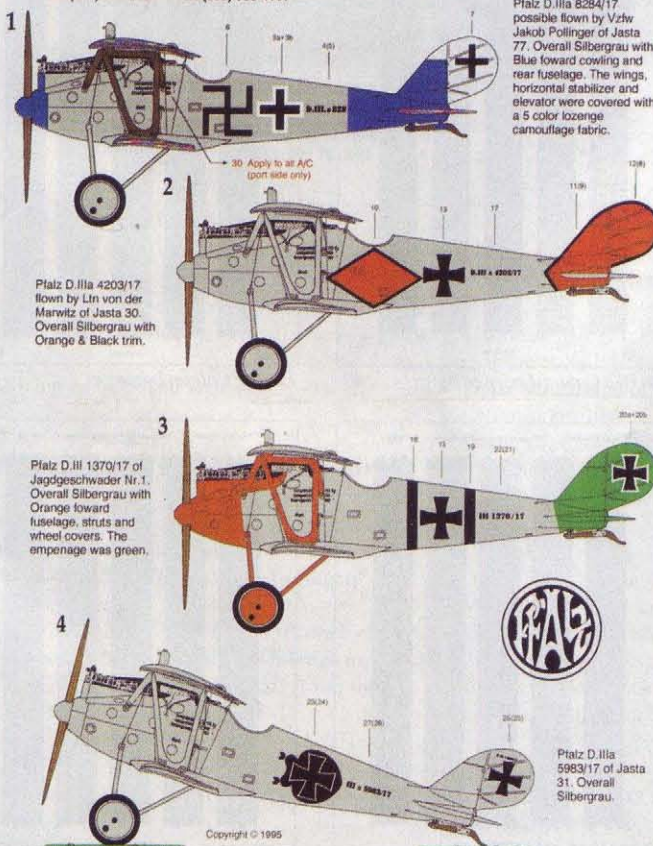
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48-181 Albatros Collection Part I

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Pfalz Fighter Collection 48-186 Part II



Pfalz D.IIIa 8284/17 possible flown by Vzfw Jakob Pollinger of Jasta 77. Overall Silbergrau with blue forward cowling and rear fuselage. The wings, horizontal stabilizer and elevator were covered with a 5 color lozenge camouflage fabric.

Pfalz D.IIIa 4203/17 flown by Lt. von der Marwitz of Jasta 30. Overall Silbergrau with Orange & Black trim.

Pfalz D.III 1370/17 of Jagdgeschwader Nr.1. Overall Silbergrau with Orange forward fuselage, struts and wheel covers. The empennage was green.

Pfalz D.IIIa 5963/17 of Jasta 31. Overall Silbergrau.

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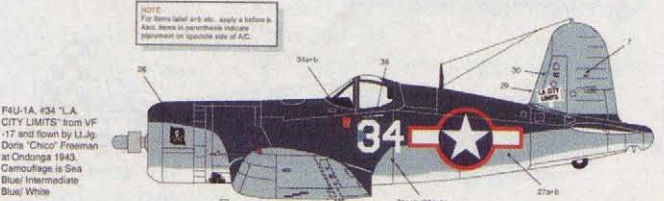
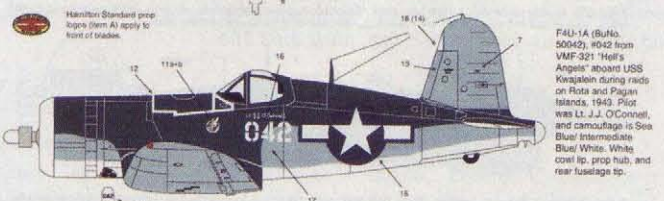
48-186 Pfalz Fighter Collection Part II

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Island Hopping Corsairs 72-082

F4U-1A (BuNo: 50033) "Ring-Dang-Do" from VMF-217 during battle for Peleliu, 1944. Sea Blue/Intermediate Blue/White camouflage. White cowling, prop hub, and rear fuselage tip. Note stripes on top of stabilizers.



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72-082 Island Hopping Corsairs

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Spitfire Mk V Collection 72-068

NOTE: (parentheses) indicates position of reverse placement.
"r" indicates split decal to allow perfect registration.

Note: Stencil placement is shown only on AC #1 & AC #2, but applies to all aircraft. Letters are red to identify Brown under.

AC #1 Spitfire Mk Vb, P6342, of No. 306 (Polish) Sqn, Northolt, August 1941. Type B pattern of Ocean Gray, Med. Sea Gray, and Dk. Green with Sky spinner & fuselage band.

AC #2 Spitfire Mk Vb, (AD140), No. 317 Warsaw Sqn, (Polish), 1941. Type A pattern of Dk. Earth, Dk. Green, and Sky with white & red spinner. Sky fuselage band.

AC #3 Spitfire Mk Vb (EP688), No. 40 Sqn, SAAF, Italy, August 1943. Aboukir filter & oblique camera fitted. Dark Earth & Middle Stone over Azure Blue with red spinner & 4" yellow I.D. bands on wing leading edges. Clipped wing tips.

AC #4 Spitfire Mk Vc, Unit unknown, Free French Air Force, Europe, 1944. Dark Earth & Middle Stone over Azure Blue with red spinner. Vokes filter fitted.

72-068 Spitfire Mk V Collection

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Arado 234 Blitz Bombers Pt. I 72-085C

AR 234 B-2 of 1/F/33 during 1945. Standard camouflage of RLM 81/82/76 with an irregular pattern of 76 sweeping upwards onto the uppersurface colors.

AR 234 B-2 of 9/KG 76. Captured and tested by USAAF in 1945. Camouflage scheme as above.

AR 234 B-2 of KG 76, late 1944. Standard camouflage of RLM 81 and 83 over 76 with engine cowling rings in red.

AR 234 B-2 of Kommando Sperling in 1944. An elite unit formed to test the A/C under actual combat. Standard camouflage of RLM 81/82 over 76.

72-085 Arado Ar234 Blitz Bombers Pt.I

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49th Fighter Group P-40N's 72-080

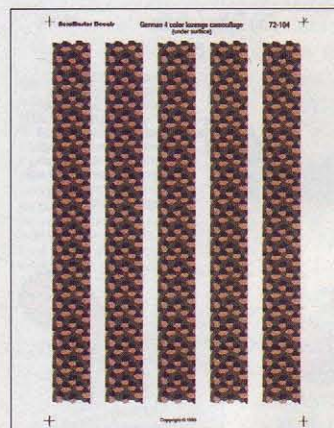
P-40N-5CU, flown by 1st Lt. Jack A. Fenimore, 7th Fr. Sqn. Olive Drab over Neutral Gray, with white empenage and wing leading edges. Medium blue and white spinner, with medium blue also applied to the cowling's leading edge.

P-40N, piloted by 1st Robert M. Delfaven, 7th Fr. Sqn., Aug., 1943. Olive Drab over Neutral Gray, with white empenage and wing leading edges. Note that the white does not cover the landing gear fairing's forward "knuckle." Spinner is medium blue and white. Also, note that the serial number's background is Olive Drab.

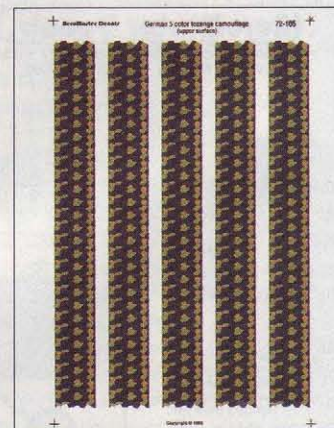
Capt. Richard J. Vodra's P-40N "Squirbate" of the 8th Fr. Sqn. appears to sport Dark Green and Middlestone over Azure blue with white empenage and a white/yellow spinner.

P-40N-25, flown by 1st Joel B. Paris, 7th Fr. Sqn. This machine possibly Dark Green and Dark Earth over Neutral Gray, with the typical white theater empenage markings. The spinner appears to be insignia blue and white. See note on back page.

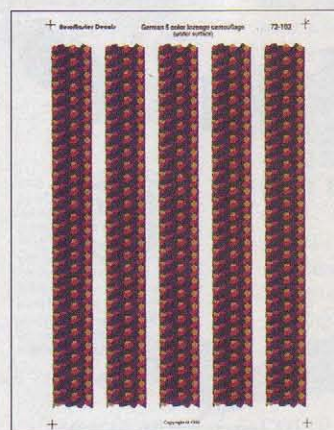
72-080 49th Fighter Group P-40N's



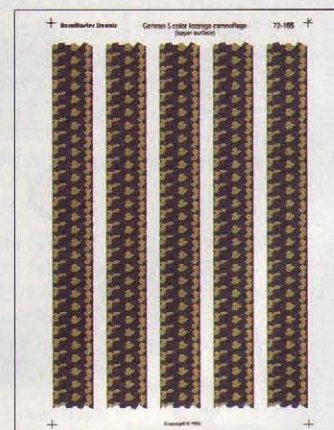
72-102 Colour Lozenge



72-103 Colour Lozenge



72-104 Colour Lozenge

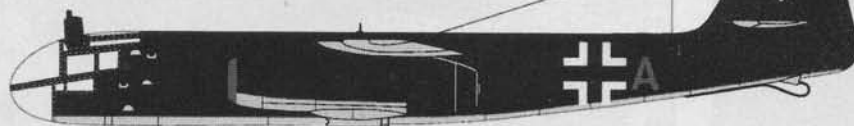


72-105 Colour Lozenge

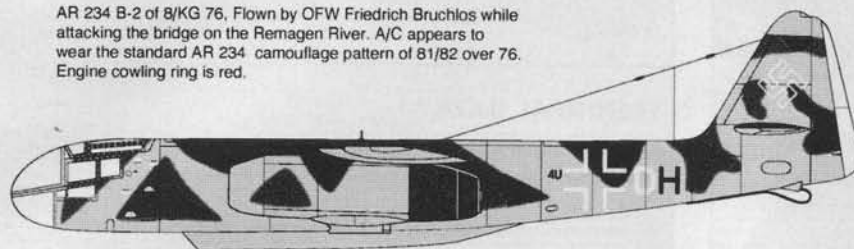
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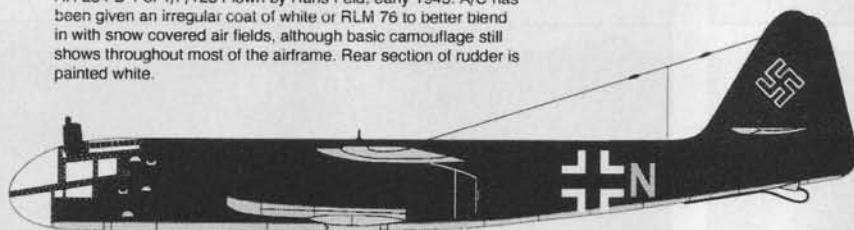
Arado 234 Blitz Bombers Pt. II 72-087C



AR 234 B-2 of 8/KG 76. Flown by OFW Friedrich Bruchlos while attacking the bridge on the Remagen River. A/C appears to wear the standard AR 234 camouflage pattern of 81/82 over 76. Engine cowling ring is red.



AR 234 B-1 of 1/F/123 Flown by Hans Feld, early 1945. A/C has been given an irregular coat of white or RLM 76 to better blend in with snow covered air fields, although basic camouflage still shows throughout most of the airframe. Rear section of rudder is painted white.



AR 234 B-2 of 9/KG 76 during 1945. Like A/C #1, this A/C is a text book example of standard AR 234 camouflage pattern and colors. RLM 81/82 over 76.



AR 234 B-2 of KG 76 toward end of the of 1944. Standard camouflage of RLM 81 and 83 over 76, with engine cowling rings in red.

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72-087 Arado Ar234 Blitz Bombers Pt.II

has a blue tail and lozenge fabric on the wings. Option 2 has that superb orange trim on the fuselage and tail. Option 3 has the orange nose and green tail.

Moving on to 1/72nd scale now.

72-082 Island Hopping Corsairs

1. F4U-1A "Ring-Dang-Doo" from VMF-217 during the battle for Peleliu.
2. F4U-1A "42" of VMF-321 "Hells Angels" on USS Kwajalein.
3. F4U-1A "34" "L.A City Limits" flown by Lt. Jg. Doris "Chico" Freeman at Ondonga in 1943.
4. F4U-1A "9" "Lonesome Polecat" flown by Lt.Jg. Merl.W.Davenport of VF-17.

COLOUR

All the aircraft are Sea Blue, Intermediate Blue and White.

72-068 Spitfire Mk V Collection

1. Spitfire MK IIB, P8342 of No 306 (Polish) Sqn based at RAF Northolt in August 1941.
2. Mk Vb, AD140 of No 317 Wilenski Sqn (Polish) in 1941.
3. Mk Vb, EP688 of No 40 Sqn, SAAF, Italy, August 1943.
4. Mk Vc, Free French Air Force, Europe, 1944

COLOUR

Option 1 is Ocean Grey over Dark Green with Medium Sea Grey underneath. Option 2 is Dark Earth and Dark Green over Sky. Option 3 is Dark Earth and Middlestone over Azure Blue, this aircraft has an Aboukir filter fitted. Option 4 is the same as option 3 but it has the Vokes filter fitted.

72-085 Arado Ar234 Blitz Bombers Pt.I

1. Ar 234B-2, 8H+CF of 1/F/33 in 1945.
2. Ar 234B-2, F1+MT of 9/KG 76.

3. Ar 234 B-2, F1+CS of KG 76.
4. Ar 234B-2, T9+HH of Kommando Sperling.

COLOUR

Options 1 & 2 are RLM81/82 on top with RLM 76 underneath. The upper surface is then over-sprayed with irregular sweeps of RLM 76. Option 3 is RLM 81/83 on top with RLM 76 underneath. Option 4 is RLM81/82/76.

72-087 Arado Ar234 Blitz Bombers Pt.II

1. Ar 234B-2, F1+AS of 8/KG 76 flown by OFW Friedrich Bruchlos when he attacked the bridge on the Remagen River in 1945.
2. Ar 234B-1, 4U+DH of 1/F/123 flown by Hans Feld.
3. Ar 234 B-2, F1+NT of 9/KG 76.
4. Ar 234B-2, F1+CS of KG 76.

COLOUR

Options 1 & 3 are RLM81/82 on top with RLM 76 underneath. Option 2 is RLM 81/82 on top with RLM 76 underneath and in irregular sweeps over the upper surface.. Option 4 is RLM81/83/76.

72-080 49th Fighter Group P-40N's

1. P-40N-5CU, flown by Lt. Jack.A.Fenimore of the 7th Fighter Squadron.
2. P-40N, flown by Lt. Robert.M.DeHaven of the 7th Fighter Squadron.
3. P-40N "Squirrelbats", flown by Capt. Richard.J.Vodra of the 8th Fighter Squadron.
4. P-40N-25 flown by Lt. Joel.B.Paris of the 7th Fighter Squadron.

COLOUR

Option 1 and 2 are Olive Drab over Neutral grey with a white tail. Option 3 is Dark Green and Middlestone over Azure Blue with a white tail and a white and yellow spinner. Option 4 is Dark Green and Dark Earth over Neutral Grey with a white tail.

- 72-102 German 5 Colour Lozenge Camouflage (Under Surface)
- 72-103 German 4 Colour Lozenge Camouflage (Upper Surface)
- 72-104 German 4 Colour Lozenge Camouflage (Under Surface)
- 72-105 German 5 Colour Lozenge Camouflage (Upper Surface)

NOTE: Once again these sheets also include another half sized example with lengths of two colours of rib tape.

All of these new sheets from Aeromaster are up to their very high standards and I have no hesitation in recommending all of them to you. If you have not tried Aeromaster's sheets yet and you fancy one of the topics in the recent batch why not give them a try and you will be converted. Remember that the new improved formula AERO Sol and Set decal solutions are now available, a little less aggressive than the original type they are still equally as good if not better than what is already available.

Previews

Ventura SUPERMARINE SPITFIRE MK. 22



Includes... British Post War decals, two crystal clear canopies and metal accessory parts.

Modelo Reduit * Contains One Unassembled Model Kit

Made in
NEW ZEALAND

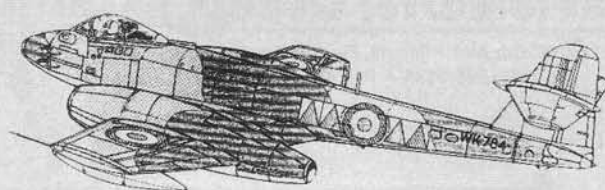
TECHNICAL DATA

Kit: Spitfire Mk 22 **Manufacturer:** Ventura **Scale:** 1/72nd **Price:** £12.49

Type: Limited run injection moulded plastic with white metal and vacformed plastic.

Parts: 34 plastic, 1 metal, 2 vacformed (clear) **Decal Options:** 1

Supplier: Mary-L Models, 100 Home Orchard, Cotswold Mews, Yate, Bristol. NS17 5XG
Tel: 01454 880396



Production

1:72

GLOSTER METEOR F8

R.A.F.

TECHNICAL DATA

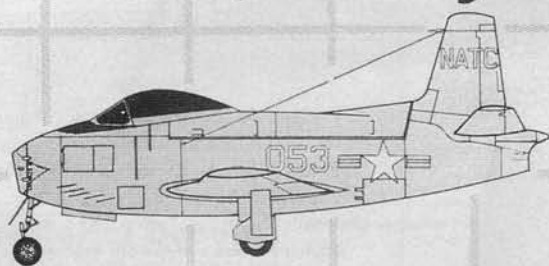
Kit: Gloster Meteor F8 **Manufacturer:** PJ Productions **Scale:** 1/72nd **Price:** £23.50

Type: Resin with etched brass and vac-formed clear plastic

Parts: 43 resin, 13 etched brass and vac-formed (clear) **Decal Options:** 1

Supplier: Avia Imports, 195 Sidegate Lane, Ipswich, Suffolk. IP4 4JN
Tel: 01473 720993

N.A. FJ-1 Fury



TECHNICAL DATA

Kit: North American FJ-1 Fury **Manufacturer:** Pegasus **Scale:** 1/72nd **Price:** £11.99

Type: Limited run injection moulded plastic with white metal and detailed parts

Parts: 18 plastic, 2 clear & 11 white metal **Decal Options:** 1

Manufacturer: Pegasus Models, Dept. SM, PO Box 50, Whitstable, Kent. CT5 2UX
Tel: 01227 227569



TECHNICAL DATA

Kit: Fiat CR42 **Manufacturer:** Classic Airframes **Scale:** 1/48th **Price:** £18.95

Type: Limited run injection moulded plastic, resin, etched brass & vac-formed (clear) plastic

Parts: 40 plastic, 25 resin, 44 etched & 2 clear **Decal Options:** 2 (colour instructions)

Supplier: Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH
Tel: 01702 559308



TECHNICAL DATA

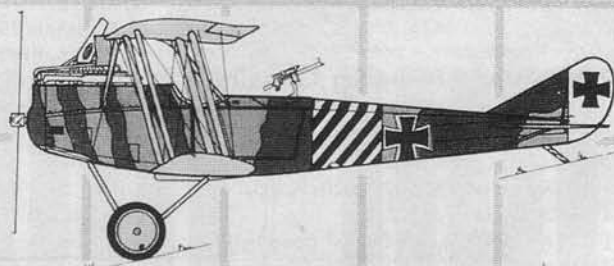
Kit: Nieuport 28 **Manufacturer:** Blue Max **Scale:** 1/40th **Price:** £19.99

Type: Limited run injection moulded plastic with white metal detail parts

Parts: 19 plastic & 27 white metal **Decal Options:** 1

Manufacturer: Blue Max Productions, Dept. SM, PO Box 50, Whitstable, Kent. CT5 2UX
Tel: 01227 227569

Rumpler C.IV.



TECHNICAL DATA

Kit: Rumpler C.IV **Manufacturer:** Pegasus **Scale:** 1/72nd **Price:** £11.99

Type: Limited run injection moulded plastic with white metal detail parts

Parts: 18 plastic & 11 white metal

Manufacturer: Pegasus Models, Dept. SM, PO Box 50, Whitstable, Kent. CT5 2UX
Tel: 01227 227569



TECHNICAL DATA

Kit: Sopwith Pup **Manufacturer:** Eduard **Scale:** 1/48th **Price:** £12.95
Type: Limited run injection moulded plastic, resin, etched brass & white metal
Parts: 18 plastic, 2 resin, 2 metal & 68 etched **Decal Options:** 2 (colour instructions)
Supplier: Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex, SS7 2SH
 Tel: 01702 559308



TECHNICAL DATA

Kit: H.S. Buccaneer S2/S2C/S2D/SMk 50 **Manufacturer:** Airfix **Scale:** 1/48th **Price:** £15.49
Type: Injection moulded plastic
Parts: 130 plastic, 6 clear **Decal Options:** 4
Manufacturer: Airfix, Marfleet, Hull, North Humberside. HU9 5NE
 Tel: 01482 701191

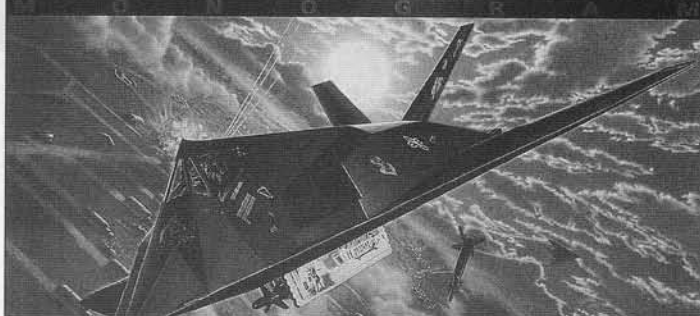
PRO-MODELER F-102 Delta Dagger 1:48



TECHNICAL DATA

Kit: Lockheed F102 Delta Dagger **Manufacturer:** Monogram 'Pro Series' **Scale:** 1/48th
Price: £21.50 **Type:** Injection moulded plastic & etched steel **Decal Options:** 2
Distributor: Revell (GB) Ltd, Foster House, Maxwell Road, Borehamwood, Herts. WP6 1JB
 Tel: 0181 207 1213

PRO-MODELER F-117A Nighthawk 1:48



TECHNICAL DATA

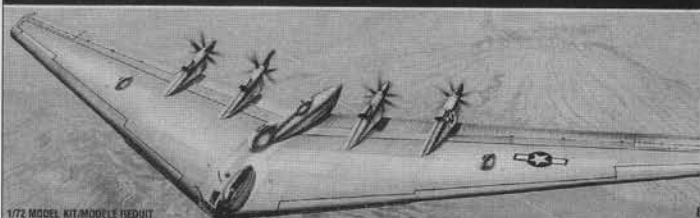
Kit: Lockheed F117A **Manufacturer:** Monogram 'Pro Series' **Scale:** 1/48th **Price:** £21.50
Type: Injection moulded plastic & etched steel
Parts: 34 plastic, 1 metal, 2 vacformed (clear) **Decal Options:** 1
Distributor: Revell (GB) Ltd, Foster House, Maxwell Road, Borehamwood, Herts. WP6 1JB
 Tel: 0181 207 1213



TECHNICAL DATA

Kit: Lockheed F5E Lightning **Manufacturer:** Academy Minicraft **Scale:** 1/48th **Price:** £14.50
Type: Injection moulded plastic
Parts: 145 plastic, 11 clear & 3 PVC tyres **Decal Options:** 1
Supplier: Toyway, PO Box 50, Unit 20, Jubilee Trade Centre, Jubilee Road, Herts. SG6 1SG
 Tel: 01462 672509

X/YB-35 FLYING WING SKI LEV



TECHNICAL DATA

Kit: X/YB-35 Flying Wing **Manufacturer:** AMT/ERTL **Scale:** 1/72nd **Price:** £25.99
Type: Injection moulded plastic
Parts: 125 plastic, 6 clear **Decal Options:** 2
Distributor: AMT/ERTL, Falcon Road, Exeter. EX2 7LB
 Tel: 01392 445434



BOOM

An extended personal review of Kiwi Wing's 1/48 scale CA-12 by David Batt

It's not unusual for specialised aircraft to evolve from existing designs, but who would have considered chopping down a six year old trainer to produce a single seat front line fighter! Fortunately for many ANZAC troops during the dark days of the Pacific war against the Japanese, that is what the Commonwealth Aircraft Corporation did when faced with the apparently unstoppable menace rolling towards Australasia during 1942. Essentially a cut down Wirraway wrapped around the most powerful engine the Australians could get their hands on, the wings of the pugnacious prototype cast a boomerang-shaped shadow on the ground and that's how it got its name. The Boomerang first flew on 29 May 1942, just 14 weeks after the need for the aircraft was formalised, and only 250 were manufactured. Although sturdy, manoeuvrable and with a high rate of climb as befits a fighter, it spent most of its war dodging around at tree-top height, marking and strafing targets in close support of ground troops while raising their morale to a tremendous degree, and rarely encountered enemy aircraft. Notably, the Wirraway trainer from which many of the Boomerangs components were borrowed notched up the first Australian air-to-air engagement of the war and even put paid to one of the fearsome Zeros!



ERANG!

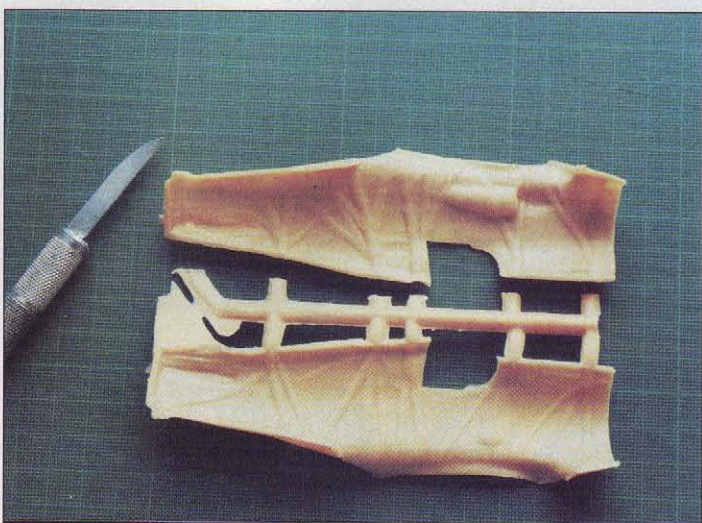




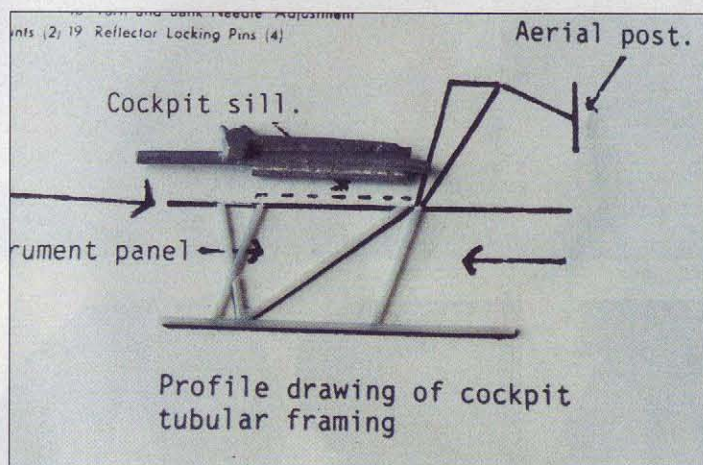
The kit's pewter parts are quite neatly moulded, with a little flash that can be easily carved away with a knife blade. However, the prop had one iU-formed tip and also suffered from mould mis-alignment problems.



A selection from the kit's other parts. The cast-resin engine is beautiful and will reward the efforts of careful colour-washing and dry-brushing. Alas, the tail surfaces lose all their neat raised detail when they and the wings have their trailing edges thinned down to something resembling a realistic section.



What you're letting yourself in for. The sprue has to be sawn through to release the parts, which is to be expected, but just look at the size of the ridges that must be removed from around the cockpit area. Believe me, that plastic is hard!



I built up the cockpit side framing over the plan. Note that the exact position of the cockpit sill is not correctly shown. See text for details.

Kiwi Wings have produced the Boomerang in all its operational guises, CA-12, CA-13 and CA-19. I chose the CA-12 for myself, this being the most easily identified by the use of a straight through exhaust rather than the finned cone flame-damper seen on the -13 and -19. The -19's distinguishing feature was a camera installation in the optional belly tank.

This was the first "limited run injection moulded kit" I have encountered from Kiwi Wings and although I anticipated thick sprues that had to be sawn rather than simply snipped through, I must confess to being rather startled by the gross ridges that appeared on the parts' inner surfaces and elsewhere, which are presumably the result of the large channels required to allow the plastic to flow freely through the mould. These have to be carved, gouged, filed or sanded off to clear the cockpit and wheel wells and I was not comfortable with this for the "plastic" used is both hard and brittle. The effort and hassle are such that one wonders why KW don't elect to either resin-cast or vac-form the airframe (or a combination of both) if their production process couldn't avoid what appear to be serious flow problems. I also think that the material used is a little more hazardous than simple plastic kit polystyrene. The potential hazards of working

with resin castings are well known and one accepts the need to wear a dust mask and quickly clean up afterwards. KW make a point of warning the builder about the cast-resin engine, but say not a word about the material used for the bulk of the kit. All I can say is it looks, works and smells like resin and if I'd realised earlier I'd have taken the kit out to the shed rather than work in the spare bedroom as normal.

On the basis of this experience I'd suggest that the first step in construction would be to separate and clean all the injection moulded parts, including the interior of the mouldings in the area of the cockpit and the wheel wells. The ideal tool for this would seem to be a riffler file, but lacking such a tool I gouged off the worst of the excess with a No. 10 (convex bladed) scalpel and then used coarse wet-and-dry used dry (hence the unwelcome dust) to clean up the interior. After this stage you can clean up, cough yourself sick for a couple of minutes if your dust mask wasn't good enough and, as advised, thoroughly wash the components so they can be taken indoors for the fine work.

Kiwi Wing's surface detailing consists of moderately neat engraved lines, but it's a shame that KW cannot maintain the quality throughout, for the

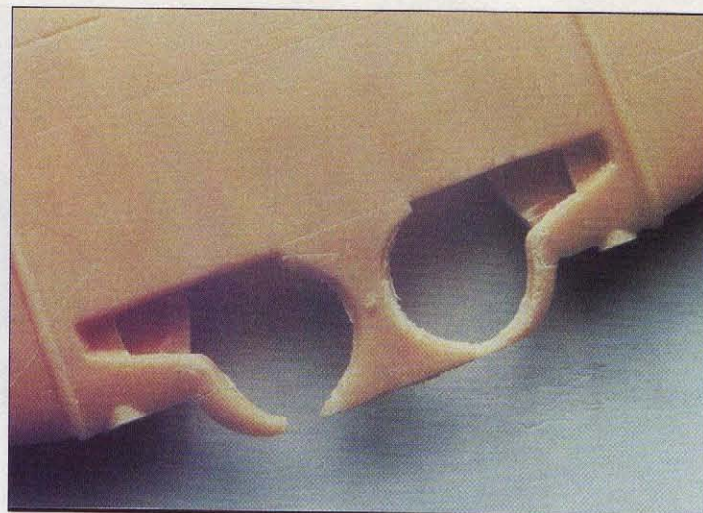
fuselage sides had very erratic and incomplete panel lines. While preparing the fuselage halves I cut out the cooling gills as the model looks rather featureless with the gills closed, however Kiwi Wings advise the builder against dropping the flaps as the Boomerang was seldom if ever seen with them lowered. The only control surface deflections that are appropriate are to slightly lower the elevators and kick the rudder a degree or two off centre.

Following the instructions, the first task is to shape the cockpit floor and then add detail to the cockpit interior. Thin plastic rod was used to represent the tubular steel framework in the cockpit, which is combined with the white metal (sorry, pewter, no lead in it!) parts that form the cockpit sills and the instrument panel. The instructions are a bit ambivalent at this stage and suggested to me the production of a complete cockpit framework was needed prior to assembly. This proved to be very flimsy and I elected to produce the main tank behind the seat to produce a foundation that would hold the framework together and also create a "handle" that could be used while detailing this area.

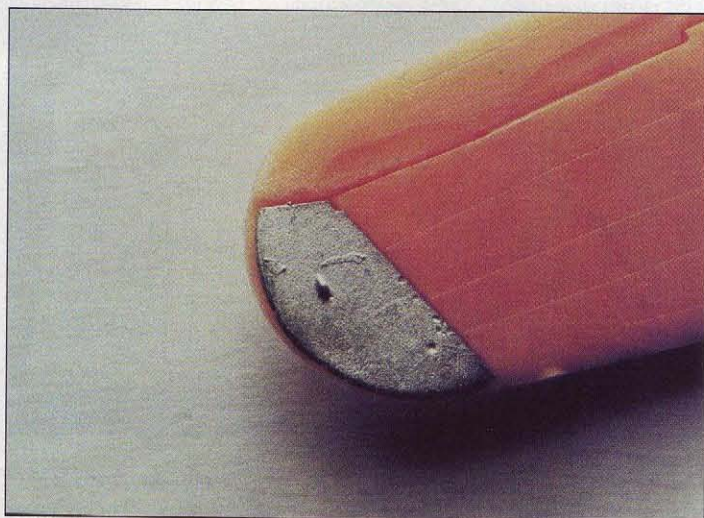
However, when it came to installing this little structure into the fuselage, the thing just didn't fit!



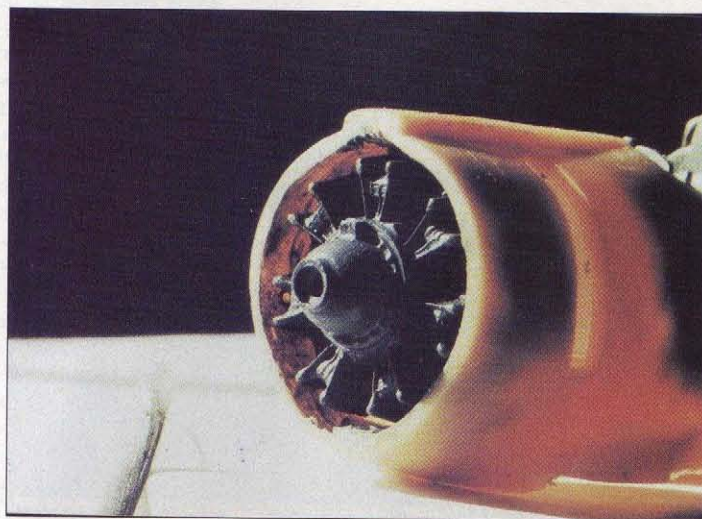
For curiosity's sake, here's the cockpit structure before it was trial fitted into the fuselage, and I found out the plan wasn't to be trusted!



Just to prove it can be done. The plastic is so hard it's a real effort, but the wheel wells can be cut out by sawing and filing away a bit at a time. The damage to the leading edge was repaired after the wing was married up with the fuselage.



The lower wing tip is a pewter casting and would win no prizes, being poorly finished and too small! It was packed out to size and the surface flaws filled with Milliput.



When in place the resin engine fits where it touches, being secured with epoxy putty applied from the rear, through the wing seat aperture.

This was an excuse (if one were needed after some hours of frustrating work) for an exceedingly blue interlude! KW provide the most spectacular set of reference photos, better than one would find in many a specialised monograph, but provide only the simplest form of three view to help the builder figure out where any of the cockpit parts actually fit. Two specific problems emerge, firstly the width of the cockpit structure is shown too large, and secondly the framing is incorrectly portrayed in the side view. The cockpit sills actually positioned further aft compared to the lower framing sections so that they extend into the area behind the cockpit. This isn't clear from either the photos or the instructions.

I almost had to go back to square one. The sides and top of the framework were pulled apart and the left cockpit sill section fitted into place in the fuselage side with the throttle quadrant just forward of the windscreen line, then the framework repositioned below it with the X-frame immediately forward of the quadrant, not bracketing it. The position of the right cockpit sill with the electrical panel is mirrored in the right fuselage side and the opposite framework made up. With the benefit of hindsight, I suggest that the fuselage halves are then joined together and the instrument panel, armour

plate, seat, lower parts of the framing and the fuel tank added by working through the wing aperture before the cockpit floor is added. I also suggest ditching the kit's floor and making up a transverse frame from separate heel-boards and forming a linkage member to carry the joystick and rudder bar, similar to the general arrangement found in a Hurricane. The instrument panel was aligned with the throttle quadrant, the armour plate fitted where it touched and the seat ended up where it looked right, all these decisions being guided by the photo selection.

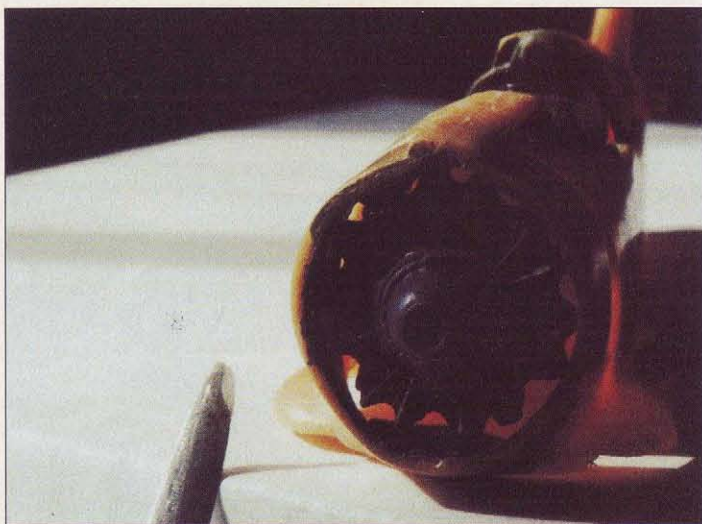
The seat is one of the injection moulded components which required further re-shaping according to KW's instructions, this was detailed with straps from the True-Details' generic "RAF Seat Belts" set and installed into a likely looking position. Both the seat and the armour plate behind the pilot's head and shoulders are very thick and clumsy and both could be effectively replaced by plastic card using the kit items as masters.

The engine fits where it touches and was aligned with the help of the photos, and the leading edge of the cowling requires considerable filing and filling. At this stage a 'firewall' was installed and a false cockpit floor and front fitted (see hindsight note

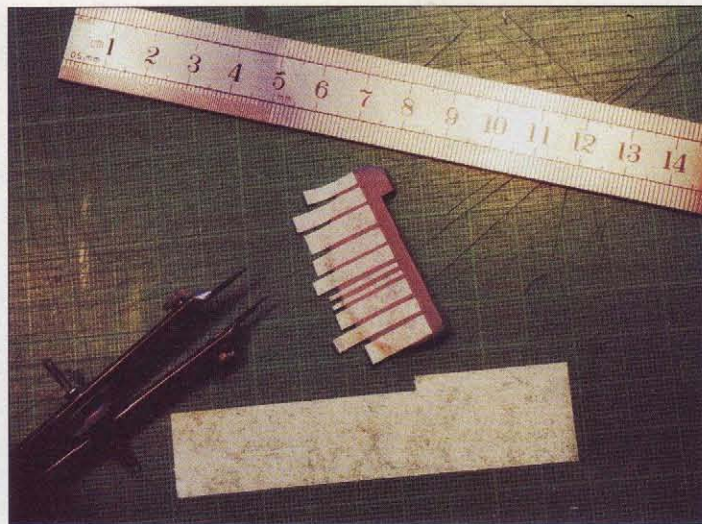
above) as the first stage of detailing the wheel wells. The detailing inside the wings should include at least a representation of the main spar and a couple of webs, while the area between the cockpit and engine is a confusing array of ducting, linkages and structural tubing. Once again the guidance of a three-view and/or clear isometric drawing to scale would have been welcome. A combination of reference and speculation guided the position of a number of pieces of plastic rod, plus a rolled and shaped piece of filler to reproduce the very prominent duct from engine exhaust collector to outlet.

The wing has a continuous lower panel and upper halves from fuselage fairing to tip. The lower wing tips are cast from metal and exasperatingly are too thin for the wing section, so I fixed them in place with Milliput epoxy filler to bulk them out to match the wing profile. When detailed as described above, the wings were attached to the fuselage and the little beast began to look like a Boomerang.

Like the wings, the rudder and elevators demanded the uninhibited attention of a large engineer's file for a few minutes to thin down their trailing edges. This destroyed the very fine surface detailing that KW had moulded, so the rib tapes were restored by masking off the areas between the



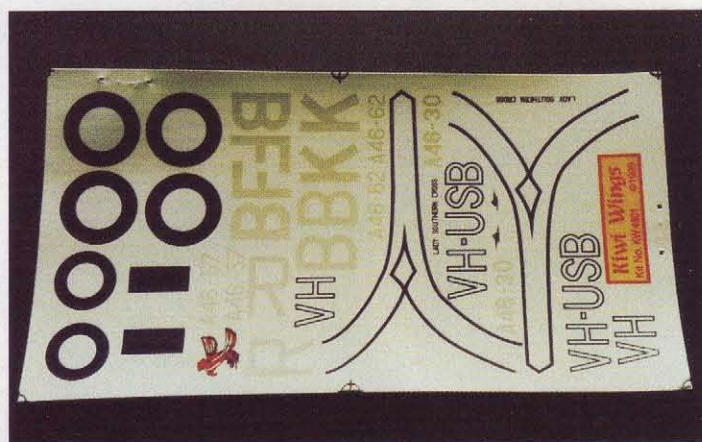
The somewhat abbreviated prop tip was eventually repaired with a small piece of plastic card tacked in place with superglue and then secured with Humbrol Clearfix before being carved and sanded to shape.



After the control surfaces had been thinned down the rib tape detail was restored by masking off the fabric areas and building up a thick coat of primer.



The first coat of primer revealed a number of areas which required further attention.



The decal sheet is very neatly printed and provides markings for three 'Fohage and Earth' camouflaged aircraft, plus the markings carried by the Boomerang that was used to represent the "Lady Southern Cross" in a film documentary of Sir Charles Kingsford Smith. (Richard, please check the details of this - I'm writing this at work and my memory may be at fault.)

ribs and spraying on a couple of coats of primer, or strips of thick decal could be used for the same effect. The colour and markings drawing within the instruction sheets provide scale external side elevation and plan which guided the placement of the rib tapes and trim tabs, however KW's own drawings show the tailplane to be about 5mm too short in span, or could it be the plan is too large? The elevators are moulded with one half of the tailplane and they were separated to allow them to be deflected. Both upper and lower halves for the tailplane require cleaning up of their facing surfaces before they could be assembled, and then further cleaning up of the mating surface before they were fixed to the fuselage. An enthusiastic attack was made with Milliput in order to tidy up the various join lines. Kiwi Wings cheerfully admit this is necessary and point out it is not a Hasegawa kit. Should someone perhaps inform them that there's not much difference in the price tag once the kits get over here?

At this stage it became very apparent that the fuselage was twisted in the front view, the stern post being a full degree out of true. You can't blame the builder for this, the plastic used is far too thick and rigid for the fuselage halves to have been twisted while gluing them together.

The landing lights were created by sawing and filing out the leading edges to the shape shown on the plan views and then plastic cut from a clear toothbrush handle was glued in. (Toothbrush; Oral-B, adhesive; Araldite rapid 5-minute epoxy). These were filed and sanded to the wing section before being polished.

At this time attention was paid to the remaining metal parts; the propeller, spinner, lower undercarriage doors and u/c legs. These were all very neatly formed with the exception of the propeller, which had a blade tip that had suffered the attentions of some antipodean metal eating moth. After three attempts to repair this damage with Milliput (during which I seriously considered bending the offending blade tip back and calling it the result of a ground loop!) I inlaid a small piece of plastic card, using superglue to tack glue and then Humbrol Clearfix as a filler/adhesive. This finally stayed in position as the excess plastic was carved and sanded to shape. After spraying these parts with metal primer the whole job seemed to be on its last lap.

After sanding down the joints and washing the whole model well it was sprayed with grey auto primer, which had the positive effect of bringing all

the engraved detail into focus and also showed up the bad areas where further filler was needed, and believe me there was a lot! There was not a single joint line that fitted well and there were several shrinkage flaws, the worst being around the aileron linkage fairings on both wings.

The cooling gills were made by laminating squares of 10 thou plastic card, representing the gills themselves, onto a curved piece of 10 thou which imitated the connecting webs between the gills. The combined curvature of plastic sheet and fuselage side causes the gills to fan out, so the amount of curve is a matter of trial and error. One tiny item that is remarked on in the instructions but nearly got overlooked is the little hinged flap below the cockpit on the left side. It is usually seen opened a degree or two, and like each of the cowling gills it has an actuator that can be clearly seen from the rear quarters of the aircraft.

The cockpit canopy is a vacuum-forming from Falcon/Squadron and is to the expected quality, but when cut out following KW's explicit instructions did not fit as well as one would hope. The rear section required pushing and twisting to fit, mine having to be glued first one side then the other after the first had set, which still left a noticeable gap,

though this was left unfilled as the instructions indicate it is an ill-fitting panel on the real aircraft. A single part combining windscreen and sliding canopy also had to be forced to close the gaps at the front, while its trailing edge was splayed out by the rear canopy element instead of fitting snugly over the top. Unfortunately as only one canopy is supplied I wasn't inclined to risk losing it through a bad cutting job and therefore did not try to show the canopy slid back, which would undoubtedly have hidden the problem. Thin strips of drafting tape and Humbrol Maskol were used to mask the canopy before the model was sprayed.

The colour details are extensive yet still left the lower surface colour a mystery. I am no expert in Australian colours and was therefore obliged to use a Luftwaffe shade (Lichtblau) from the Xtracolor range, which closely matches the Profile and Kookaburra references I have. At this time the plastic revealed a definite indifference to paint, for the low-tack drafting tape I use (very successfully) on other models began stripping the paint off in large quantities. I sprayed the upper surfaces next, intending to cure this problem with my favourite masking method for upper surface demarcations, paper masks held on with Blu-tack.

The upper surface shades are described as RAF European theatre Dark Earth and Dark Green modified with a 'dash' of yellow. Hardly specific, but a lot more use than the mysterious recipes referring to paints unheard of in the UK. I began to feel a sense of *deja vu* when I discovered that paint was even being pulled off by the Blu-tack, possibly the least sticky sticky-stuff known to man! I gave up in desperation, and the damaged areas of the paint were touched up with the finest spray head on the airbrush, hence the very soft demarcation between the upper and lower surface colours.

After spraying, the decals were applied, my choice being BF-K of No 5 Sqn RAAF. The decals were considerably tougher than the advisory notes in the instructions may suggest and the builder should note that they are not 'separated' like most



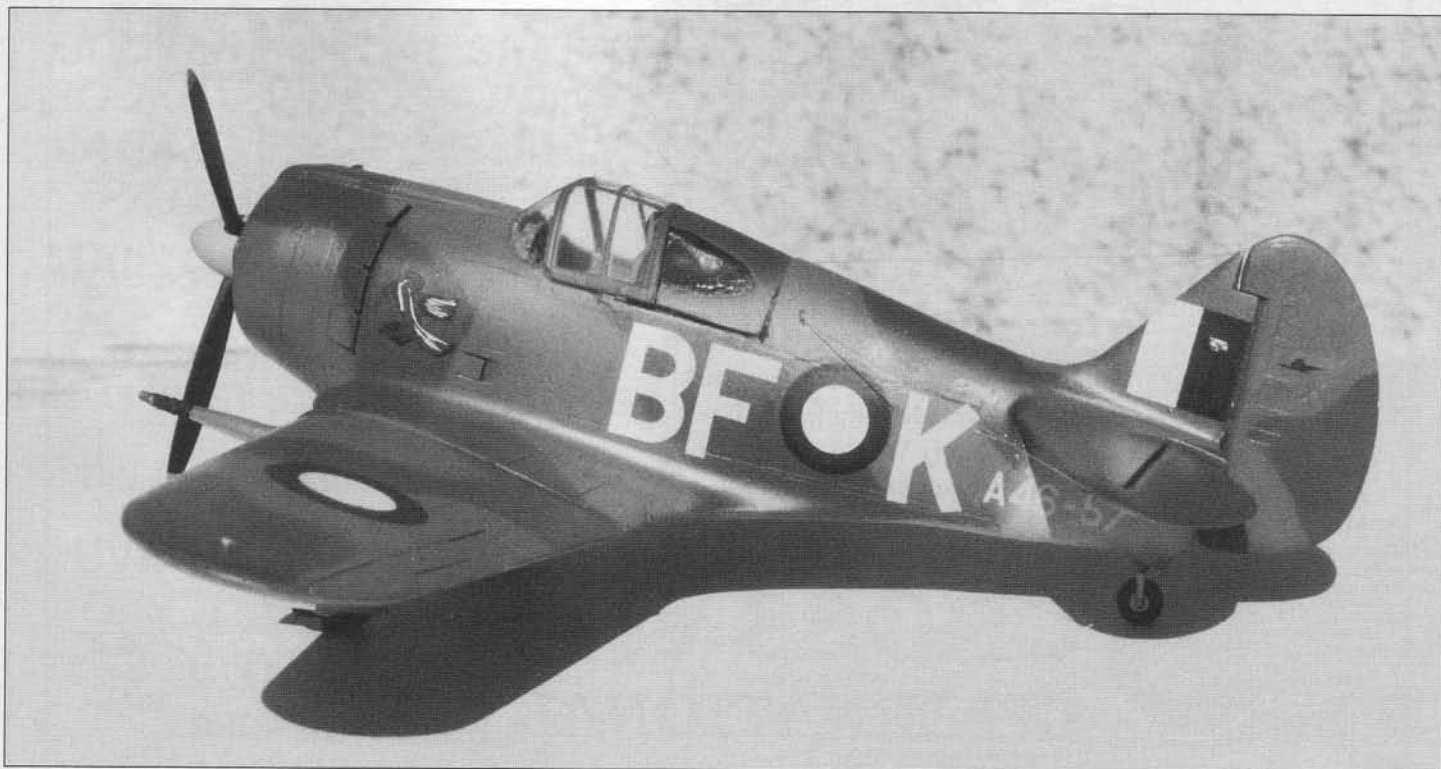
decals but instead are carried as images on a continuous carrier film. I advise the unwary to use a scalpel with a new blade to cut the images out of the sheet, trimming close to the images' outlines. Don't use scissors, no matter how sharp, for the images are so tightly packed there is little room to manoeuvre and the corners are so tight that the decal edges will get distorted by the cutting action. Aero-set and Aero-sol were used without any problems, or appreciable benefits for the decals are thin, opaque and flexible. A coat of Xtracolor Matt varnish completed the painting job.

The Boomerang was completed by the fitting of the propeller, undercarriage legs, wheels and doors, all these parts being fixed with five-minute epoxy resin for extra strength, then the navigation and signal lamps were picked out with silver paint over coated with Tamiya Clear Acrylics of the correct shade. A coat of gloss varnish was added to the landing light lenses to clear them up. Radio and IFF aerials were added from heat stretched clear sprue. At long last the Boomerang was finished, though with a sense of relief rather than satisfaction.

Summary

I do know from examining the offerings of other manufacturers of 'limited-run injection moulded kits' that the problems I encountered are not representative of all such kits, but I cannot imagine I will ever again invest in another KW kit. All my enthusiasm for this subject was used up in difficult and time-consuming cleaning up, and after all this the quality of the plastic parts was mediocre at best. It took me twice as long to build this model as even the most complex mainstream kit of a single engined aircraft, and I value my 'kit turnover' as much as any other kit basher. If the modeller is a devotee of the RAAF in 1/48 scale but without experience of scratch-building the Boomerang may be a worthwhile purchase, but all others would be well advised to think long and hard before reaching for their wallets. A few days after it was completed the Boomerang once again began to display its attractive qualities, but I will be surprised if many finished models see the light of day, having fallen foul of a Pythonesque "Foot of God" before completion.

by David Batt



EN199

There must have been a lot of fighting spirit built into Spitfire EN199. It served with no less than five different squadrons, in three of the hottest operational wartime zones, ended up on a rescue training dump, was scrapped, rescued for the Malta War Museum, scrapped again only to be found by pure chance after two decades. Richard J. Caruana traces its colourful history, its reconstruction for Malta's fledgling Aviation Museum and also takes the opportunity to describe the Spitfire Mk. IX in detail.

A Panic Fighter?

One of the slight inaccuracies that still recurs whenever the history of the Spitfire Mk.IX is narrated is that it was designed as a stop-gap measure to counter the introduction of the Fw.190 by the Luftwaffe. Work on the Spitfire re-engined with the Merlin 60 or 61s had started early in 1941. So much so, that Rolls-Royce received an airframe (a Mk.III – N3297) for experimental installations in April of 1941 whereas the Fw.190 was encountered by the Royal Air Force (RAF) for the first time over Northern France on September 27, nearly six months later.

The engine of the Spitfire Mk.III (a Merlin XX) was replaced by a 1,565hp Merlin 60. A recognisable new feature was the four-bladed propeller replacing the previous three-blader. On September 20, 1941 N3297 flew for the first time with the new engine and the following month it was delivered to the Aircraft and Armaments Experimental Establishment (A&AEE) Boscombe Down for evaluation. In the meantime a second airframe (R6700) was fitted with the Merlin 61, flying

for the first time on January 6, 1942 leaving for Vickers-Armstrong at Worthy Down that same day. Once the new Spitfire had been evaluated it was hoped to pass on to an extensive redesign in the form of the Spitfire Mk.VIII.

However, the Fw.190's appearance made it imperative to push for a fighter which could match, or better still reverse, the new threat. The Air Ministry could not possibly wait for the Spitfire Mk.VIII to materialise as it was still in the planning stage, so two Mk.V airframes (AB196, AB197) were taken off the production line and delivered to Rolls-Royce's test airfield at Hucknall to serve as prototypes for the Mk.IX. AB196 was returned to Vickers-Armstrong while AB197 was delivered to the A&AEE. The new engines caused a complete revision of the fuselage forward section and a general strengthening of the rest of the airframe.

Another new feature was the introduction of a second radiator under the port wing which housed both oil cooler and intercooler. This feature, together with the Merlin 61

and four-bladed propeller had already been well tested on the interim Mk.VII. However, the modification of the Mk.V airframes was deemed so successful that it was considered more desirable to with quantity production of these conversions in the form of the Mk.IX.

Into Production

As Rolls-Royce began to gear up the production of Merlin 61 engines, a number of aircraft being built under existing contracts at Woolston and Castle Bromwich were required to be finished to Mk.IX standard. Five development standard modified Mk.Vs appeared, the first pair (AA873 and AB507) were sent to the Air Fighting Development Unit (AFDU) at Hornchurch, AB499 and 501 were retained by Rolls-Royce as development machines while AB505 was delivered to the AFDU at Duxford for operational evaluation on April 26, 1943.

There soon followed a total of 284 similar conversions by Rolls-Royce (including the five mentioned above) beginning with BR142. Supermarine Aviation (Vickers) Ltd

at Woolston commenced new-build Mk.IX production with BR600 and was to build 358 examples together with an additional six conversions of Mk.Vs which had been returned to Vickers for extensive repair or overhaul. Vickers-Armstrong Ltd at Castle Bromwich took the lion's share of production which was to reach a staggering 5,085 examples. Six Mk.Vs conversions were also undertaken at this plant under similar circumstances to those which were modified at Woolston. The grand total of Spitfires Mk.IX built thus comes to 5,739.

Variations on a Theme

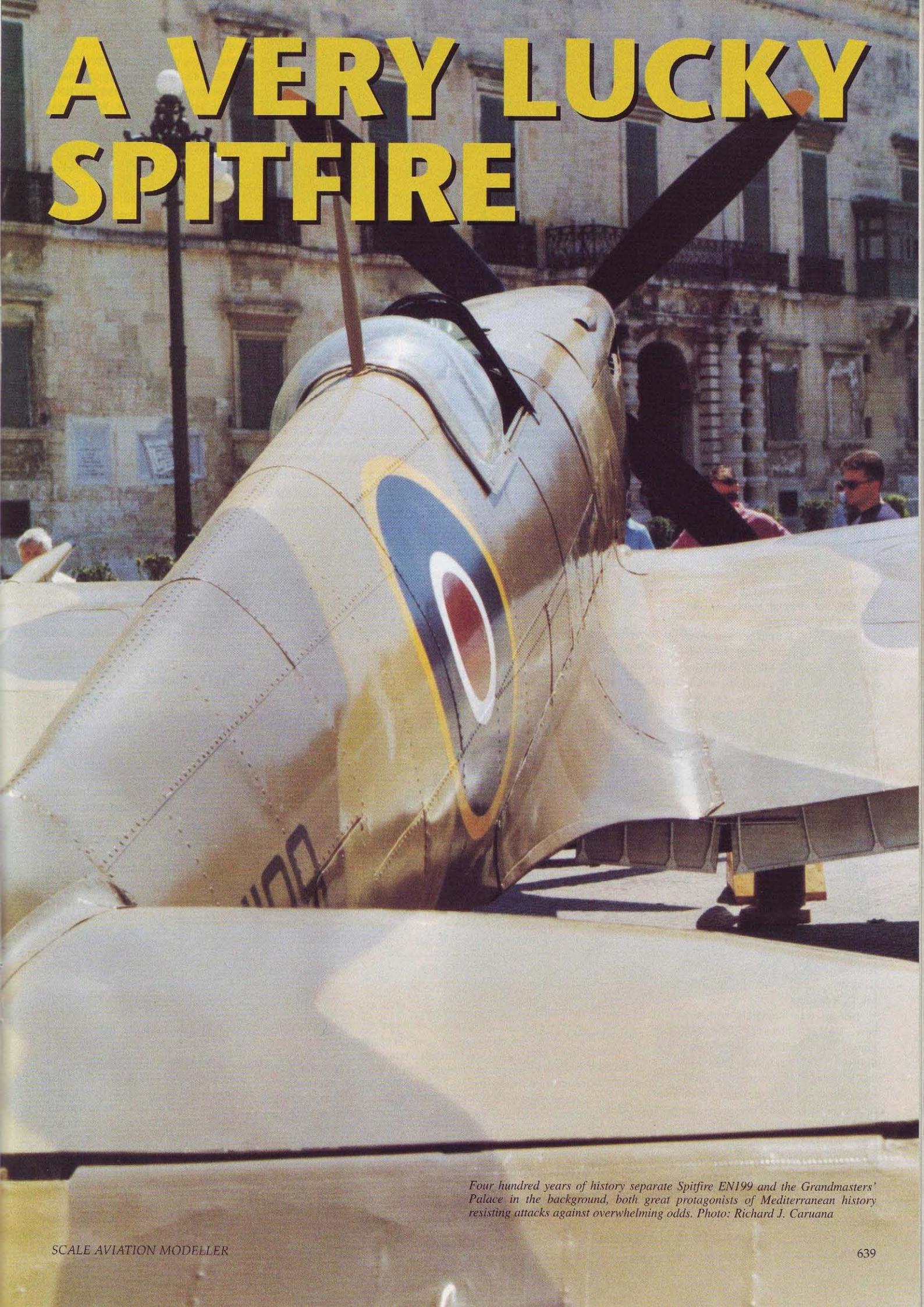
The different armament fit for the Spitfire wing had been well established before the arrival of the Mk.IX. The choice of wing for the new Spitfire was limited to the 'C' and 'E' platforms. The former had two 20mm British Hispano cannon and four 0.303in (British calibre) Browning machine guns while the latter had 0.50in (US-Calibre) Brownings.

Further changes, such as clipped wings, the installation of bomb racks and long-range fuel tanks gave birth



Spitfire EN199 coded WU/S with N° 225 Squadron in Florence, Italy in March 1945. Note the squared wingtips Photo: Malta Aviation Museum Foundation

A VERY LUCKY SPITFIRE



Four hundred years of history separate Spitfire EN199 and the Grandmasters' Palace in the background, both great protagonists of Mediterranean history resisting attacks against overwhelming odds. Photo: Richard J. Caruana



Ray Polidano and his team of hard-working volunteers put EN199 together. The aircraft could only be towed in dismantled form and reassembled on Palace Square. To be able to work with the least distraction from the public, the whole operation was performed during the night of 4/5 May, 1995, and similarly dismantled two nights later. Photo: Richard J. Caruana

to the sub-versions of the Spitfire Mk.IX which included the LF (Low-level Fighter), HF (High altitude Fighter) I FB (Fighter Bomber), FR (Fighter Reconnaissance) and MET (Meteorological). It is to be noted that the difference between F, LF and HF did not depend solely on the shape of the wingtips.

Until then, LF Spitfires had been distinguished from their clipped wings, but with the Mk.IX it was the type of engine installed which dictated the sub-type. The Mk.IXF was powered by the 1,565hp RR Merlin 61 or 1650hp RR Merlin 63; the Mk.IXLF was fitted with the 1,580hp RR Merlin 66 while the Mk.IXHF had the 1,475hp RR Merlin 70.

Into Service

The Spitfire's Mk.IX debut was reserved for N° 64 Squadron then based at Hornchurch in Essex. The unit began to re-equip on the type on July 6, 1942 reaching 13 examples within a week. By the end of the month N° 64 was fully operational and on July 30, the unit was credited with its first Fw.190 kill (Flt Lt Kingaby), thus vindicating the Mk.IX's concept.

Not all went smoothly with the new fighter, however. N° 133 Squadron was to lose eleven precious Spitfires IX on September 26 when, due to a miscalculated meeting point with 97th BG B-17s they ran out of fuel over Brittany while only one managed to dead-stick on the coast of Cornwall. The worst thing about the whole story was that the aircraft was still considered as 'secret' at the time, and the enemy was presented with ten brand-new examples for examination.

Spitfires in the Desert

The Spitfire Mk.IX, being the version of this type built in greatest quantity, served with more squadrons than can be described on

these pages. Thus from here on we shall concentrate on one particular aircraft, EN199.

322 Wing, RAF, consisted of N° 81, 152, 154 and 232 Squadrons and

SUPERMARINE SPITFIRE MK. IX SPECIFICATION

Type:	Single-seat fighter
Engine:	One Rolls-Royce Merlin 61, 63, 66 or 70 (see main text for power ratings) driving a Rotol four-bladed constant speed propeller Type R3/4F5/2, /3, /4 or /5 made of Jablo or Hydulignum of 10'9" diameter
Dimensions:	Wing span – 36'10"; length – 31'1" normal, 31'4½" with broad chord rudder; height – 11'5½"; wing area 31,46sq.ft
Weights:	Normal Take Off: 7,343lb; Max: 9,500lb
Performance:	Maximum speed – (F) 408mph at 25,000ft, (HF) 416mph at 27,000ft, (LF) 404mph at 21,000; normal cruising: 324mph at 20,000ft; climb rate – 3,950ft/min; service ceiling – 43,000ft; range – 434 miles with 85 gall., 980 miles with 175 gall.
Armament:	Two 20mm British-built Hispano cannon plus four 0.303in Brownings (Mk.IXC) or two 0.50in Brownings (Mk.IXE); provision for the attachment of two 250lb or 500lb bombs under the wings
Construction:	Monocoque stressed skin fuselage, oval channel formers with flush-riveted Alclad skin. Tail cone and fin unit, tailplanes bolt onto rear fuselage, all their moving surfaces of metal construction with fabric covering (some late elevators in metal skin). Wing spar booms built as closed telescope with sheet webs forming, together with leading edge, a torsion box D-spar. Light channel rear spar. Ribs of light alloy. All wing then covered in Alclad stressed skin. Wings attach to main fuselage by seven bolts at the main spar and one at the rear spar. Main undercarriage legs made up of two Vickers cantilever oleo-pneumatic shock-absorbers which retracted inwards hydraulically. Fixed but castoring tailwheel.

operated Spitfires Mk. V in North Africa. A few months before the Allied landings on that continent (Operation Torch – November 1942) some squadrons of the Wing began to re-equip on the newer version, the Mk. IX; EN199 was one such machine. It had been built to Contract N° B.19713/39 by Vickers Armstrong at Eastleigh and was powered by the Merlin 61. It flew for the first time on November 28, 1942 and was taken on charge by N° 12 Maintenance Unit (MU) at Kirkbride on December 1. That same day it was transferred to N° 82 MU and a week later to N° 47 MU at Sealand. From there it went to Glasgow where it was loaded on MV Marsa and shipped, together with others, to Gibraltar where it arrived on January 13, 1943.

Together with some other Spitfires, EN199 was collected by pilots of N° 81 Squadron which had left North Africa for Gibraltar, via Oran, on January 17 for that purpose. On January 20 these pilots checked out their new Spitfires and continued with flying training until the following week when, under the leadership of the new Commanding Officer, Sqd Ldr C.F. Gray (DFC), they returned to their North African base on January 28. On arrival, the new Commander of N° 322 Wing, Ronald 'Ras' Berry (DFC), chose EN199 as his personal mount and had his initials "R-B" painted on the fuselage.

First Blood

On January 31, Berry, together with four other pilots of N° 81 Squadron, took off from their base at Constantine flying EN199 after bandits had been reported approaching Capo Negro. Four Bf.109Gs of 1/Jg53 were attacked off Cape Rosagave and after a brief engagement three of the enemy aircraft were shot down, one by Berry himself and one by Plt Off Maguire. The third had to be shared by Sqd Ldr Gray and another pilot. It was not all victories for the Spitfires which, although giving a very good account of themselves, suffered severe losses due to the tremendous pressure put on them during these operations.

In March, N° 81 moved to Souk-el-Khemis for a while but EN199 returned to its home base on April 12 flown by Pilot Officer L. Montgomerie. On March 26, the aircraft moved from 'A' to 'B' Flight and was now being flown more frequently by Gray and Sqd Ldr Carlson, but on April 13 it was back in the hands of Wg Cdr Berry. During this operation twelve Spitfires each from N° 81 and N° 154 Squadrons took off just after 10.00 for a sweep between Enfidaville and Pont du Fahs where

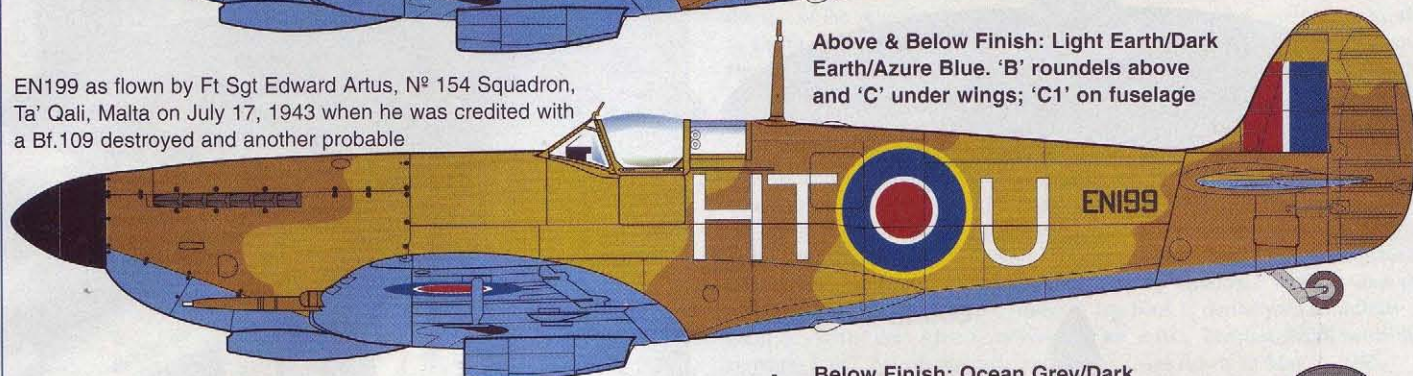
EN199 as flown by Wg Cdr Ronald 'Ras' Berry, 'A' Flight, N° 81 Squadron, Souk-el-Khemis, North Africa, March, 1943. Note Berry's initials as code letters

SUPERMARINE SPITFIRE Mk. IX **EN199**



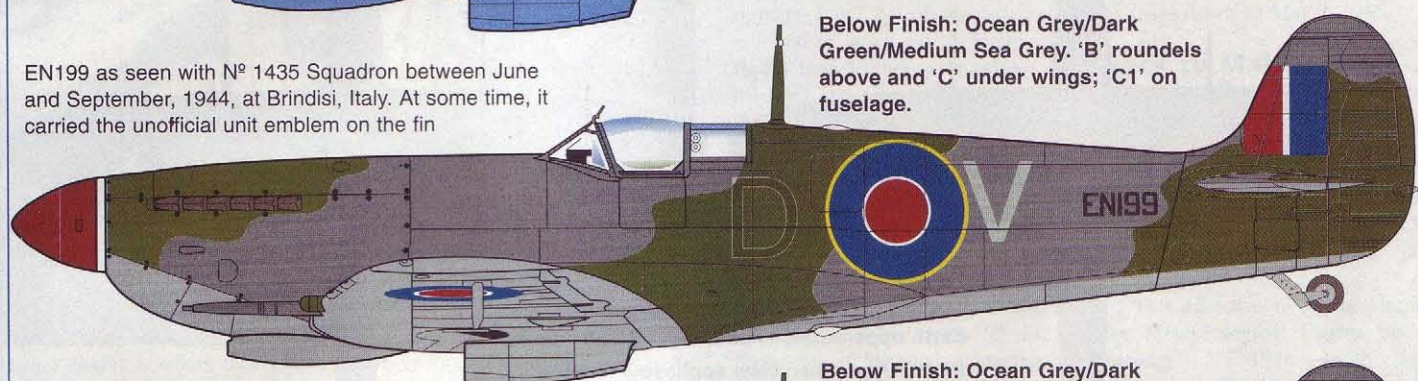
EN199 as flown by Ft Sgt Edward Artus, N° 154 Squadron, Ta' Qali, Malta on July 17, 1943 when he was credited with a Bf.109 destroyed and another probable

Above & Below Finish: Light Earth/Dark Earth/Azure Blue. 'B' roundels above and 'C' under wings; 'C1' on fuselage



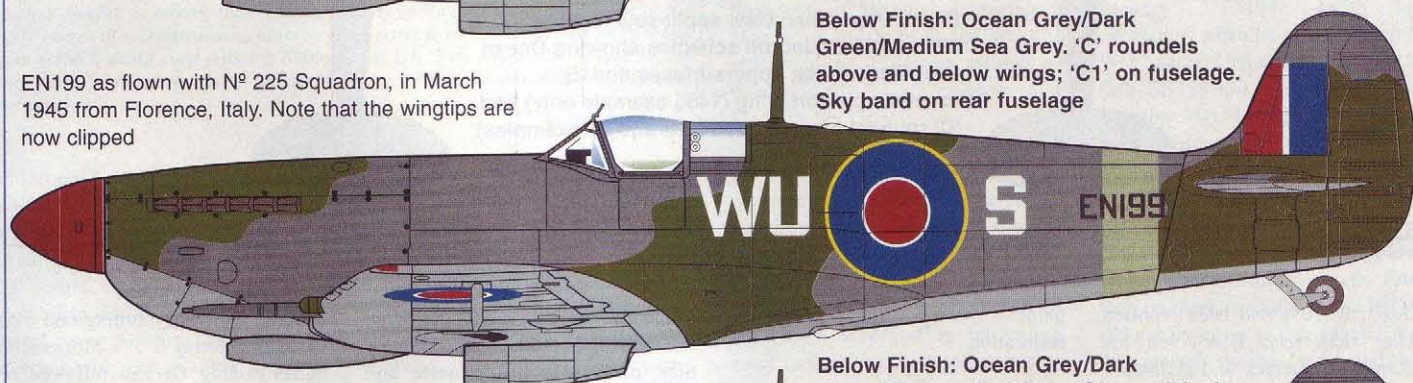
EN199 as seen with N° 1435 Squadron between June and September, 1944, at Brindisi, Italy. At some time, it carried the unofficial unit emblem on the fin

Below Finish: Ocean Grey/Dark Green/Medium Sea Grey. 'B' roundels above and 'C' under wings; 'C1' on fuselage.



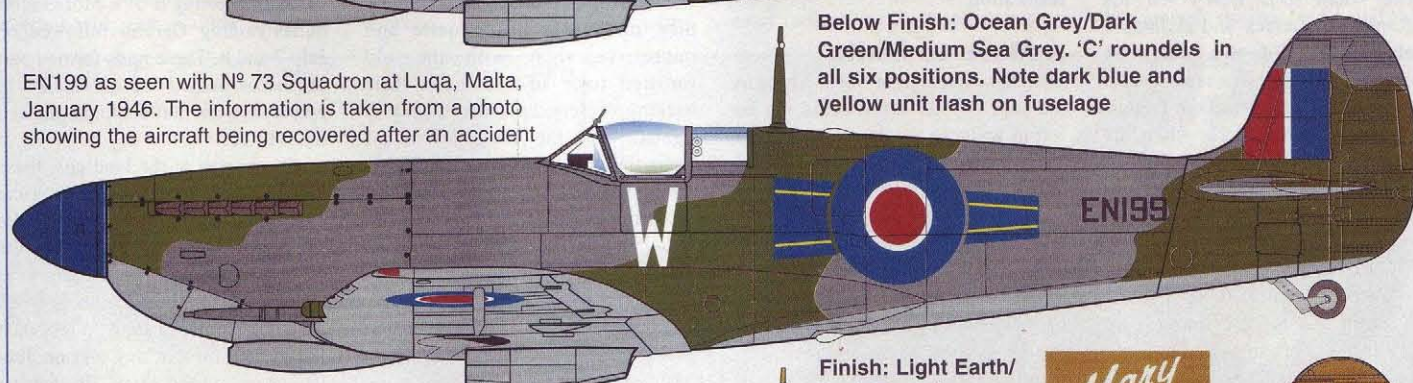
EN199 as flown with N° 225 Squadron, in March 1945 from Florence, Italy. Note that the wingtips are now clipped

Below Finish: Ocean Grey/Dark Green/Medium Sea Grey. 'C' roundels above and below wings; 'C1' on fuselage. Sky band on rear fuselage



EN199 as seen with N° 73 Squadron at Luqa, Malta, January 1946. The information is taken from a photo showing the aircraft being recovered after an accident

Below Finish: Ocean Grey/Dark Green/Medium Sea Grey. 'C' roundels in all six positions. Note dark blue and yellow unit flash on fuselage

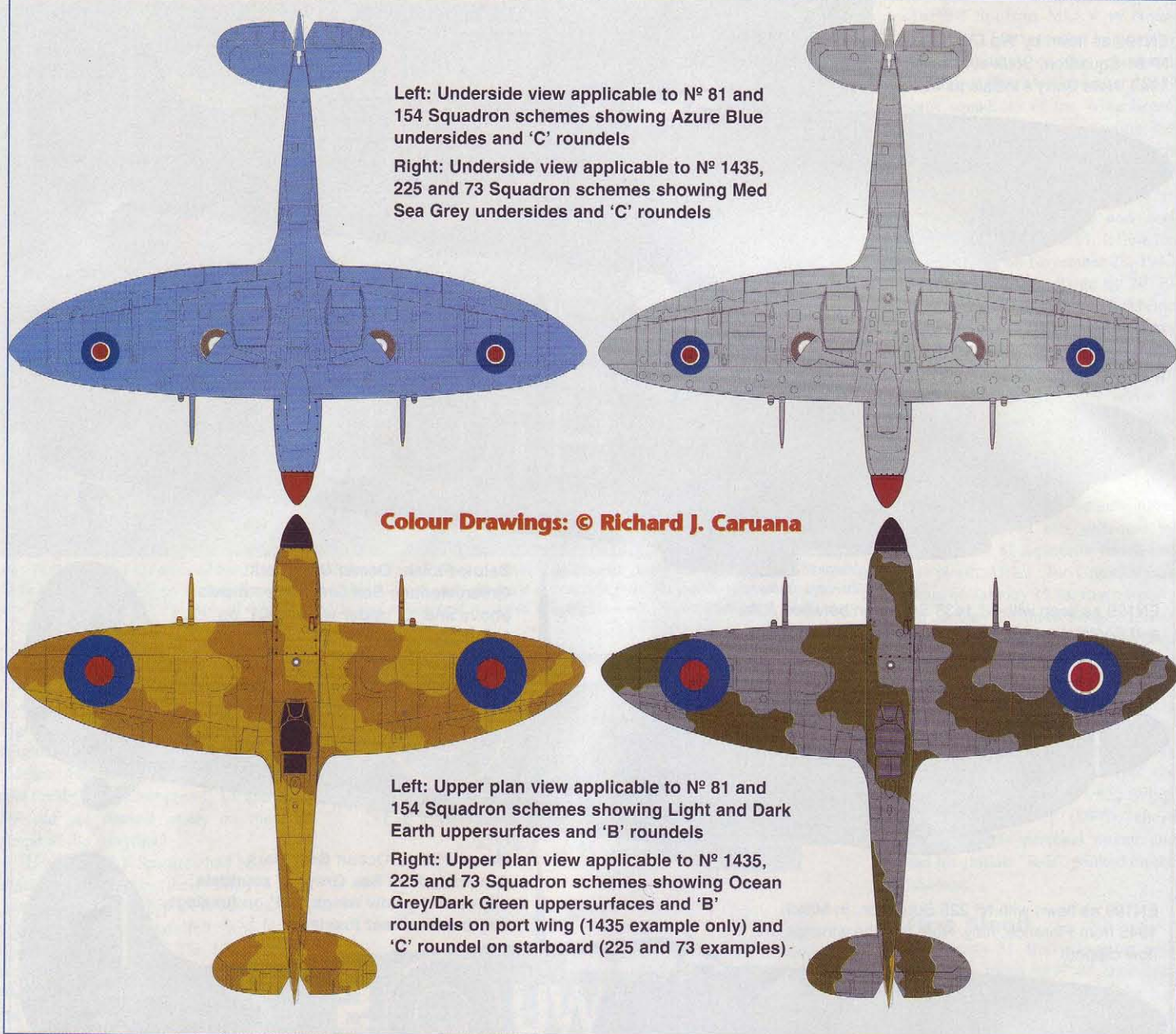


EN199 as restored for the Malta Aviation Museum. It does not, as yet, represent a specific unit. Note the name 'Mary Rose' under the cockpit

Finish: Light Earth/Dark Earth/Azure Blue. Roundels as example top of page

Mary Rose





a dozen Bf.109s had been reported earlier than day. Berry led his section to the attack and claimed a probable, as did two other 81 Squadron pilots. It seems that EN199, however, missed the famous shoot-out of April 22 when its squadron destroyed no less than 21 Messerschmitt Me.232 transport, as this Spitfire's operational record does not show any entry for that day.

N° 81 moved to La Sebala early in May and to Utique on the 19th of that same month, remaining very much in the thick of the fighting of the North African Campaign until its end on May 13. In the meantime, EN199 was extensively damaged (Category 3) whilst on a sweep with 'B' Flight on April 28. It is worth noting that EN199 had at some time of the Tunisian Campaign acquired American 'stars' on its fuselage roundels; it is believed that most of the Wing's Spitfires donned stars for these operations, and these were discovered under numerous coats of

paint during the aircraft's restoration.

A Move to Malta

With the campaign in North Africa in the bag, N° 322 Wing could not be left to waste in the desert, especially since the Allies had set their sights on Sicily as the next target. On June 3, an advanced party arrived in Malta from Protville, Tunisia, to make arrangements for the Wing's transfer to the Island. They found that things had slightly improved as the enemy had, by October of the previous year, given up trying to subdue Malta into submission. Only sporadic raids which amounted to mere nuisance operations had been kept up by the Italians who, by that time, had more serious worries on other fronts.

Fifteen Spitfires of N° 81 from Utique (Tunisia) and sixteen examples belonging to N° 154 Squadrons from Protville flew into Ta' Qali, Malta, on June 4; N° 152, 242 and 252 Squadrons arrived the

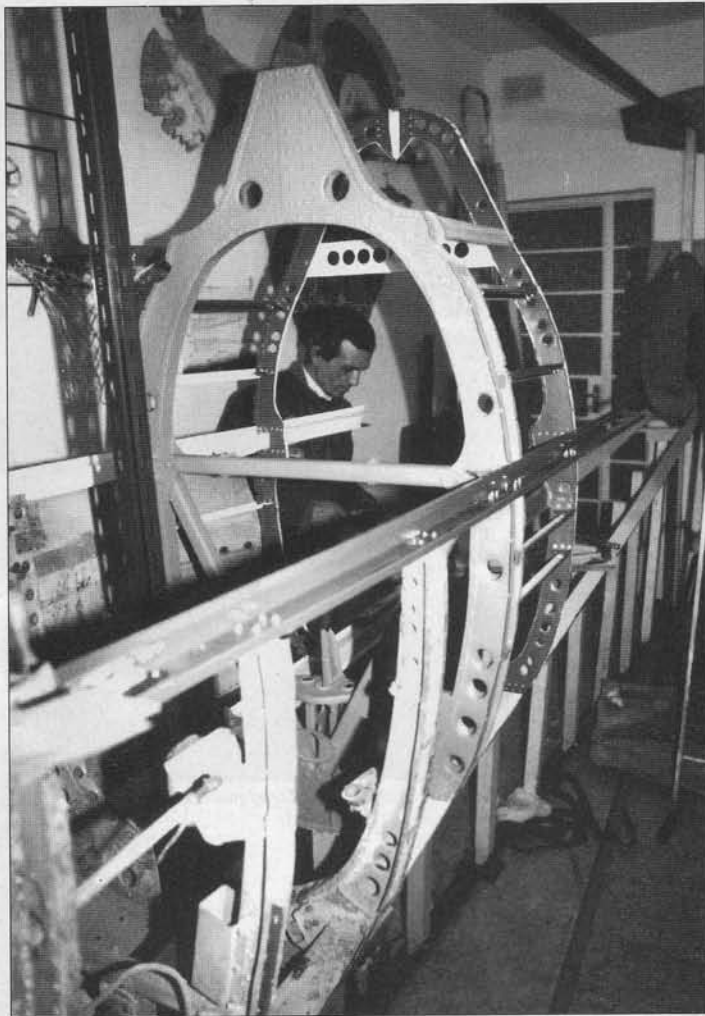
following day and the whole Wing was now gathered at this airfield — they must have made quite an impressive sight with the old fortified town of Mdina as their backdrop! Between June 6 and 8, fighters from the Wing flew at all hours on local familiarisation flights and on June 9 twelve Spitfires scrambled to intercept raiders. The following day 32 Spitfires took part in their first major sweep over Pozzallo, Sicily, eight of them carrying 250lb bombs. However one aircraft crashed on take-off and was completely destroyed by fire.

By the end of the month we find EN199 had rejoined the wing but was now assigned to N° 154 Squadron wearing new codes HT-U. In this guise it was flown on its first operational outing by Flg Off P. Berriman as part of a 35-strong Spitfire escort force accompanying Mitchells which raided Comiso between 16.00 and 17.25. The following day it was flown by Flt Sgt

E. Artus in a late morning raid over Catania escorting B-17s. More escort duties raiding Gerbini followed on July 7 and 8. These raids formed part of the softening up of Sicily in preparation for the landings planned for July 10.

On the eve of the landings, these Spitfires had the task of keeping the airspace between Sicily and Malta clear of any enemy aircraft if the invasion sea vessels and gliders were to arrive to their destination. For this purpose, 322 Wing flew no less than 124 sorties on that day and on July 10 sorties started at 04.20 clearing any opposing aircraft around the landing zones. At 12.45 eight Bf.109s were engaged and another such number appeared at 15.30. During that day one of the Wing's Spitfires was lost, the aircraft crashing near Gela.

By now it became important to protect the foothold which the Allies had established on what General Montgomery called 'Europe's soft



Malta's Spitfire is reborn thanks to the efforts of Ray Polidano, here seen in the early stages of reconstruction, marrying old parts from EN199 to new parts made from scratch using card patterns loaned from UK. New frames N° 11 and 12 are here seen forming the basis of the fuselage. Photo: Malta Aviation Museum Foundation

underbelly'. N° 154 Spitfires maintained standing patrols over the beaches; EN199 flew patrols over 'Acid' and 'Cent' beaches during that period. On July 17, Flt Sgt Artus took off in this aircraft at 08.00 for a patrol over Gerbini and Catania together with eleven other Spitfires

when they were jumped by enemy aircraft. During the ensuing battle five Bf.109s and Macchi C.202s were destroyed or probably damaged. One of the Spitfires returning to base but crashed on landing after having succumbed to damage inflicted by the enemy

fighters. One of the 'probable' Bf.109s was credited to EN199.

Italian Adventure

By July 27, N° 322 Wing started packing its bags to move to Italy. N°154 actually began leaving Malta on July 20 but elements from the squadron remained at Ta' Qali until the end of the month, continuing with patrols over Milazzo and Augusta. On August 1, EN199 joined the rest of the squadron for the move to Lentini (East) in Sicily, where its first operational sortie from Italian soil was performed by Flt Sgt V.W.A. Sheppard.

Another busy period for these Spitfires was during September, covering Allied landings on mainland Italy at Salerno. Between September 10 and 20, EN199 flew continuously on patrols over Salerno beaches and further north over Naples. With the Allies moving through Italy, Allied aircraft were required to move out of Sicily and find a base further north, closer to the front line. One such unit was the RAF's only four-digit Squadron, N°1435, which had been born out of a similarly numbered Flight at Malta earlier during the war. By this time, 1435 was relinquishing its Spitfire Vs in exchange for Mk. IXs. It is not known exactly when EN199 joined this unit but in early spring of 1944 it was photographed with N° 1435 Squadron at Brindisi acquiring a change in finish from the tropical scheme to the 'European' colours of Ocean Grey, Dark Green and Medium Sea Grey.

It was regularly flown in this guise between June and September on patrols and scrambles, the list of its pilots including Lt R.L. Lomax and Lt O.R. Tennant, both of the South African Air Force (SAAF). Vis was also used as an advanced base after May and an interesting entry in EN199's log-book shows an

Air-Sea Rescue operation on July 22 by Flt Sgt P. Chapple west of Koter. Its last sortie with this unit is shown on September 9 when Flt Sgt D.E. Chambers took the aircraft up after a scramble, vectoring due north.

Between that date and December 13, 1944, EN199 went to N° 357 MU and then delivered to N° 225 Squadron based at Florence. It appears, from a photograph taken there in March 1945, that EN199 had its wingtips converted to the clipped version, while its colour scheme was completed with the addition of the sky rear fuselage band.

This must have been the least exciting period of EN199's life as N°225 was solely tasked with occupation duties. Thus the aircraft flew mostly Tactical Reconnaissance (Tac/R) missions, Weavers and the log book is dotted with an infinity of 'air tests'. The last Tac/R with this unit was flown on May 2, 1945.

Back to Malta

Movements of EN199 between May and October of that year are still obscure. By October 11 it was at Ta' Qali in Malta, as WO English recorded an air test on the "new Spitfire EN199" which the Malta Communication Flight had just received.

This pilot was to fly the aircraft for Meteorological Flights up to January 3, 1946 (with few exceptions when he was replaced by WO Saddler) when, on that date, he flew EN199 to Luqa. Together with the other Met Flight Spitfire (ER136) it was now detached to N° 73 Squadron. Again, here all trace of the aircraft's operations are obscure with the exception that on December 23, 1946 it was reported as blown into a quarry during a gale. From then on there is no doubt that EN199 did not fly again as it received Cat. 3 damage (to the tail area) and was



Spitfire EN199 coded D/V with N° 1435 Squadron at Brindisi in the Spring of 1944. An earlier photograph does not show the small badge on the fin which is believed to be the unit's unofficial badge (1435 was never allocated an official crest) Photo: Malta Aviation Museum Foundation

struck off charge on January 30, 1947.

It was, however, repaired to static condition for presentation to the Air Scouts of Malta on May 27, 1947 by Air Vice Marshall, KB Lloyd. The Spitfire was taken to Air Scouts Headquarters in Floriana but it was soon vandalised and reduced to a very poor state within a year.

By then a sad sight, EN199 was handed over by the Island Commissioner, Capt Price, to Col JV Abela, Civil Defence Commissioner, who had requested the hulk for his Civil Defence School at Gharghur. Another move followed in April 1956 to the new Rescue and Training Wing at Targa Gap Battery and there it lay dismembered for years at the mercy of the elements and, worse, the hands of civil defence volunteers!

A War Museum

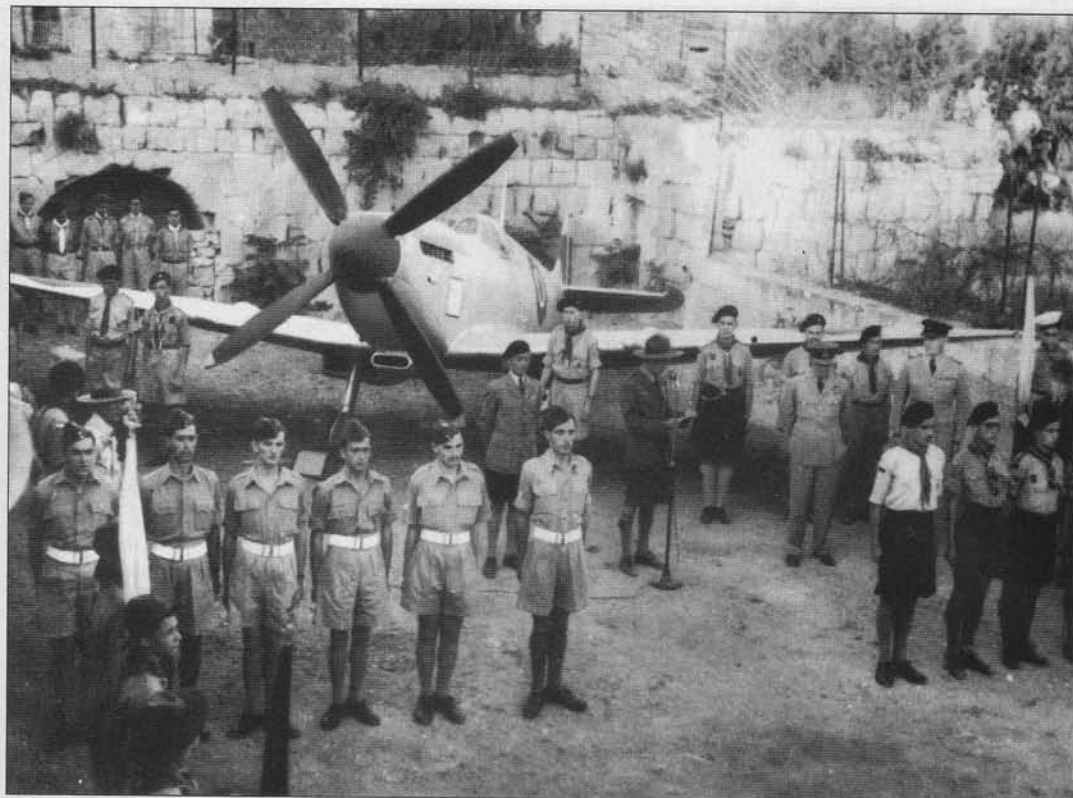
In 1974, together with a group of enthusiasts I helped setting up the National War Museum Association. This eventually realised Malta's War Museum, today the most visited museum on the Island. Together with fellow founder-members, arrangements were made to collect what was left of this Spitfire and take it to Fort St Elmo, in Valletta where the museum was sited.

Half a fuselage, engine and tail unit were left in the open while work started on the mainplanes in the museum workshop which, at the time, was ill-equipped for the job. Problems which arose during this restoration seemed beyond our capabilities and the project was temporarily shelved.

For some reason, the parts left in the open disappeared and few years later the restoration groups disbanded with all traces of EN199 being lost. After numerous futile attempts to procure a Spitfire from the UK for the Museum, it was a chance find by an enthusiast and modeller, Ray Polidano, which kicked off the resurrection of EN199.

At Ta' Qali, now a National Park, Ray's attention was captured by a gleaming piece of aluminium jutting out of the soil and soon discovered that it was an undercarriage leg fairing belonging to a wartime Spitfire. Shortly after more relics were offered to Ray brought up from the sea around Malta, including a wingtip.

Through some detective work and a long search, he also located parts of EN199 in a scrap yard trapped under mounds of other material including the tail unit but seemingly little else. It had to be the trained eye of Mike Eastman, chairman of the Macclesfield Historical Aviation Society who spotted the front fuselage section at



Spitfire EN199 in a silver overall finish during the presentation to the Air Scouts at Island Headquarters in Floriana, Malta on May 27, 1947. The aircraft was vandalised and reduced to a mere hulk in just over a year
Photo: Malta Aviation Museum Foundation

the same scrapyard. Together with Spitfire VC (BR108) parts recovered from Gozo in 1973, enough material was considered to be available to start a static reconstruction of Spitfire Mk.IX, EN199 early in 1993 inside Ray's garage.

and jacks, pintles and locking mechanisms.

Some parts, such as canopy and windscreen, had to be bought, but most of the aircraft had to be rebuilt by hand by a very small and dedicated band led by Ray Polidano

N° 249 flying Spitfires from that base.

A Merlin engine was donated by the RAF Battle of Britain Memorial Flight (BBMF) and installed, the fuselage painted in Light/Dark Stone/Azure Blue and decorated



A sad picture, showing EN199 on the Civil Defence rescue training camp at Gharghur some time during the mid 'fifties. Even less than that was rescued by the Malta War Museum Association in 1974
Photo: Malta Aviation Museum Foundation

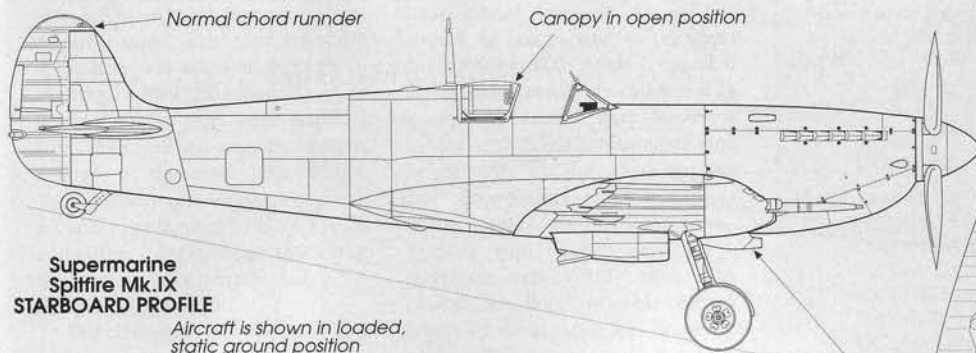
A Spitfire is Reborn

Most of the rear fuselage had to be rebuilt using patterns obtained from UK while more parts were recovered from the sea including a mainspar complete with undercarriage legs

himself. On July 10, 1993, the 50th Anniversary of the invasion of Sicily (during which EN199 took an active part), the fuselage was wheeled out to Ta' Qali in the presence of Wg Cmdr Laddie Lucas, former CO of

with roundels and fin flash for its second outing, the First Malta International Airshow at Luqa in September of the same year.

By now the project had moved to a Romney Hut at Ta' Qali which



**Supermarine
Spitfire Mk.IX
STARBOARD PROFILE**

Aircraft is shown in loaded,
static ground position.

These plans cover the Spitfire IX F, IX LF,
IX FB versions with the 'C' and 'E' wing
armament arrangements

Elevator movement:
28° up, 23° down

Revised elevator
hinge line

**Supermarine
Spitfire Mk.IX
INVERTED PLAN**

Maximum flap
down: 85°

Original elevator
hinge line

Note revised cannon
access door with
smaller bulged fairing

Different style
of cannon
fairing

500lb bomb in
position

Early, shallow
carb. intake

Note empty 500lb
bomb carrier

Clipped LF wingtips

Foothold area in
gritty, sand-paper
like material

Flap linkage door
(Opens up when
flaps are lowered)

Aileron movement:
26° up, 18° down

Clipped LF wingtips

**Supermarine
Spitfire Mk.IX
UPPER PLAN**

**Supermarine
Spitfire Mk.IX
FRONT VIEW**

0 metres 1 2
0 feet 3 6

Smaller wing bulges

Early, shallow
carb. intake

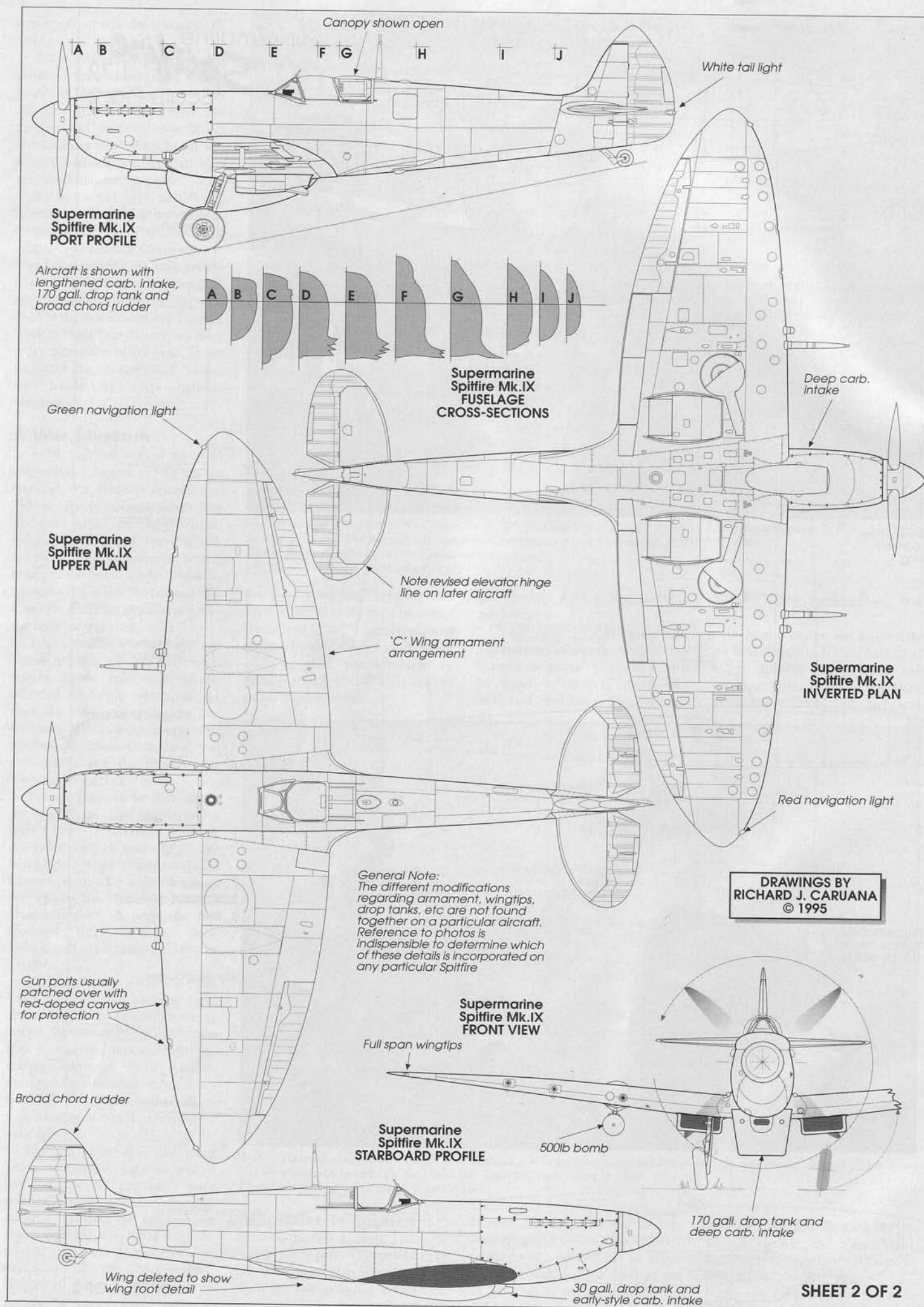
30 gall. drop tank
in ventral position

**Supermarine
Spitfire Mk.IX
PORT PROFILE**

Aircraft is shown with normal
rudder, deep carb. intake
and 500lb bomb under wing

Rudder movement:
28° port, 28° starboard

SHEET 1 OF 2



afforded more space than the garage. A fairly large section of starboard mainplane was acquired through an exchange with a UK enthusiast while the rest of the parts were acquired from more dives and exchanges, enough to make up both wings. Target date for completion was around September 1995 but a committee organising the 50th anniversary celebrations of VE thought otherwise.

The committee (on which I myself sat) was convinced that by pulling some strings the Spitfire could be ready for the May festivities and special leave from their normal place of work was obtained for members of the restoration group who worked like slaves to get the aircraft onto Valletta's historical Palace Square on time.

It was a proud and moving moment when EN199, resplendent and looking better than new, was displayed during two days of May sunshine, a most fitting symbol of Victory in Europe if ever there was one! Dismantled and back to the hut (where lack of space precludes the exhibition of EN199 in mounted form) it was to be seen again in public just as these words were written during Malta's third

International Airshow. As yet the aircraft is not painted to represent any squadron with which it operated during its service life. However it carries the name "Mary Rose", a tribute to Ray's understanding and helpful wife without whose support and encouragement the project would not have seen its completion.

Now with enough parts for a Hurricane (provided from the seabed), Ray Polidano's only concern is lack of workshop space. A site for Malta's Aviation Museum has been identified at Ta' Qali and very soon two historical hangars (one from Kalafrana dating back to the 1920s and another from Hal Far of wartime vintage) which are in storage, will be erected to house the basis of what will surely become another popular museum in the Maltese islands. EN199's fighting spirit can then be laid to rest in ideal surroundings for many years to come.

The author wishes to acknowledge the generous assistance of the Malta Aviation Museum Foundation in the preparation of this feature, including the loan of photographs. The Foundation welcomes donations and contributions and can be contacted at:

PO Box 241, Valletta, Malta.

ROYAL AIR FORCE WWII FS.595a COLOUR EQUIVALENTS

COLOUR	FS.595a	HUMBROL
SKY GREY	36463	
MEDIUM SEA GREY	36270	126
DARK SEA GREY	36118	125
EXTRA DARK SEA GREY	36009	
EXTRA DARK SEA GREEN	34092	149
DARK GREY (Mixed Grey)	36173	
OCEAN GREY	36187	
DARK GREEN	34079	116
DARK EARTH	30118	
SKY	34424	
GREY-GREEN (Interior)	34227	120
IDENT RED (DULL)	30109	
IDENT BLUE (DULL)	35044	
IDENT WHITE (DULL)	37778	
YELLOW (TRAINER)	33538	154
NIGHT	37038	33
DK. MEDITERRANEAN BLUE	35053	
PRU BLUE	35164	144
ALUMINIUM	37178	
IDENT BLUE (BRIGHT)	35056	
IDENT RED (BRIGHT)	31055	
IDENT WHITE (BRIGHT)	37722	
LIGHT GREEN	34127	150
LIGHT EARTH	30257	
AZZURE BLUE	35231	
SKY BLUE	35622	
DARK SLATE GREY	34096	
LIGHT SLATE GREY	34159	
GREY-GREEN (Interior)	34226	



The streamer of 'The Wartime Experience' forms a fitting backdrop for Spitfire EN199 during its two-day stay on Palace Square, Valletta. A very moving 45-minute show, 'The Wartime Experience' recounts Malta's wartime story including the Spitfire saga which saved the Island from the Luftwaffe and Regia Aeronautica attacks. Palace Square also happens to be the historic site where the George Cross was presented to the people of Malta on September 13, 1943. Photo: Richard J. Caruana



DETAILING REVELL'S TYPHOON

Although the Hawker Typhoon first flew in 1940, its full potential wasn't realised until 1943, when the aircraft first started carrying rockets. The aircraft was immensely strong, weighing seven tons (nearly double that of a Spitfire) and could also take tremendous punishment, still being able to return to base.

The Revell model of this aircraft is a re-release of the kit originally produced in 1974. The only change made (apart from the box packaging) is that the model is now moulded in green plastic instead of mid-grey. The parts were well formed, especially

considering the age of the moulds, although some parts had minor flashing on them. The wing assembly is particularly noteworthy as it consists of five major parts, whereas most models normally only have four. This makes for a much stronger wing and also a foolproof method of assembly ensuring that the correct angles are achieved.

The engine and cockpit detail were

of particular interest due to the 24 cylinder H-block Napier Sabre engine and the supporting structure in the cockpit. Because of this it was decided to remove all of the engine and cockpit panels from the model to expose the interior detail. To make this possible it was necessary to establish a framework that would be strong enough to support the wings, rear fuselage and engine.

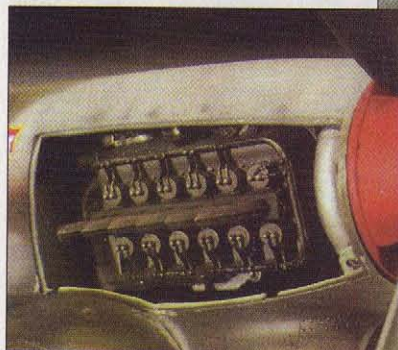
Fuselage Structure

The fuselage structure was made from 1mm brass rod soldered together with low temperature solder paste. This could be melted either with a candle or a cigarette lighter as the brass rod conducted the heat far too quickly for normal solder to be used. The forward and rear wing spars were made from 4mm by 2mm rectangular section brass tubing. This was cut lengthways to create a 'U' section and was then attached to the fuselage frame. Plasticard was used to create the girder structure on the forward wing spar which can be clearly seen in the undercarriage bays.

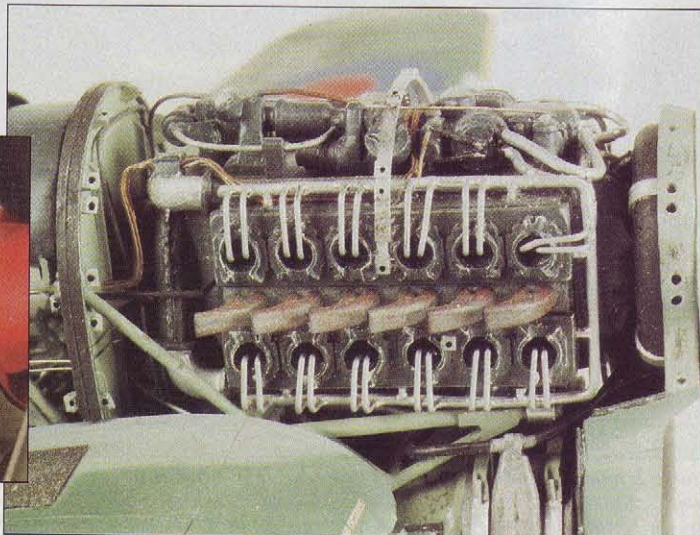
A ring of 4mm wide brass strip was soldered to the rear end of the structure, shaped to the internal profile of the rear fuselage to support the tail unit. The entire unit was painted interior green and a firewall added from plasticard.

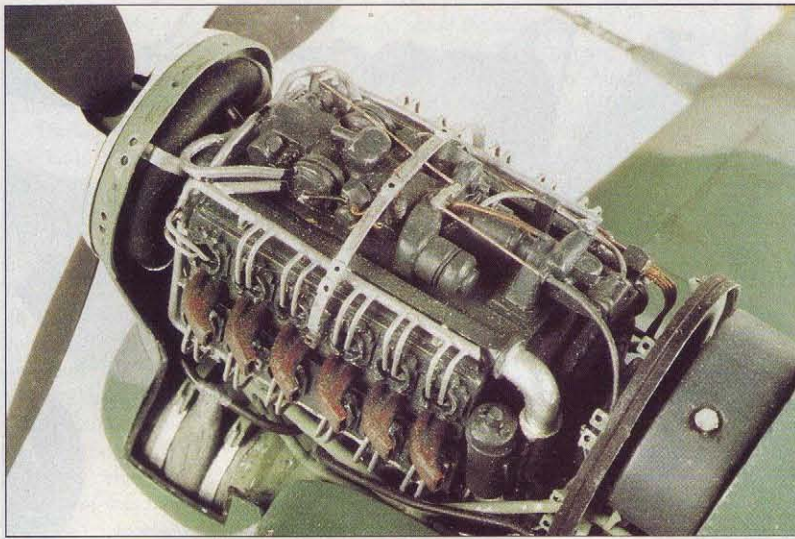
Engine

The engine appeared to be reasonably representative, until compared with the real engine. It was clear that it was

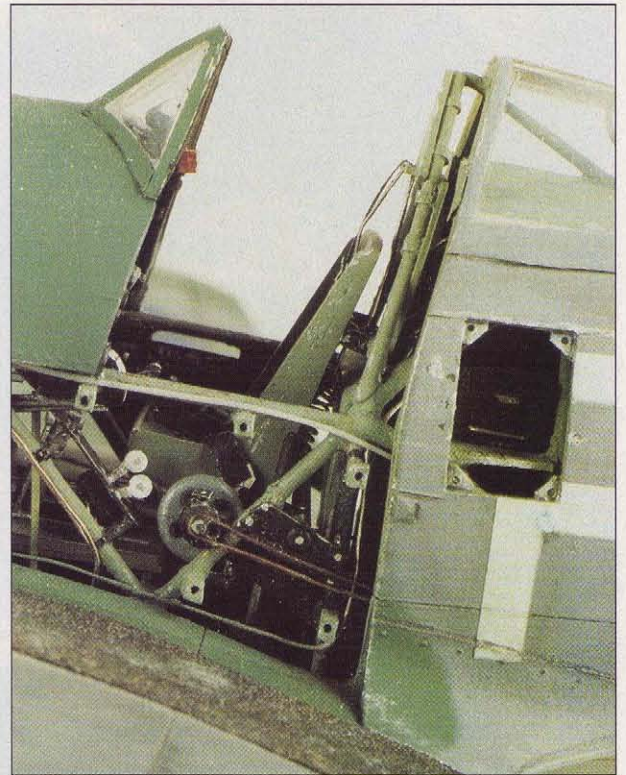


There was a vast difference between the kit engine and the finished model



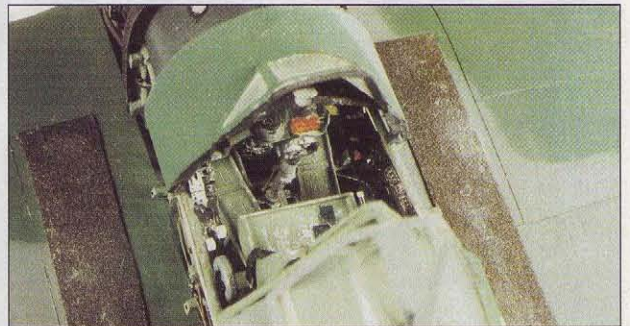
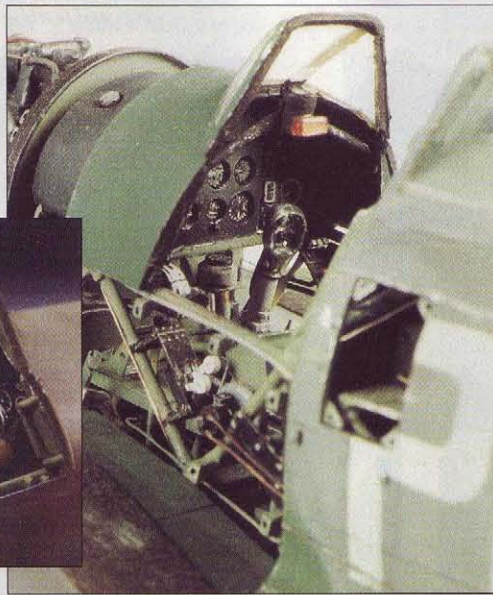


All ancillary equipment had to be hand made



A radio rack was added behind the pilots seat

A chamfered pin was used to create each instrument accurately instead of using the kit decal

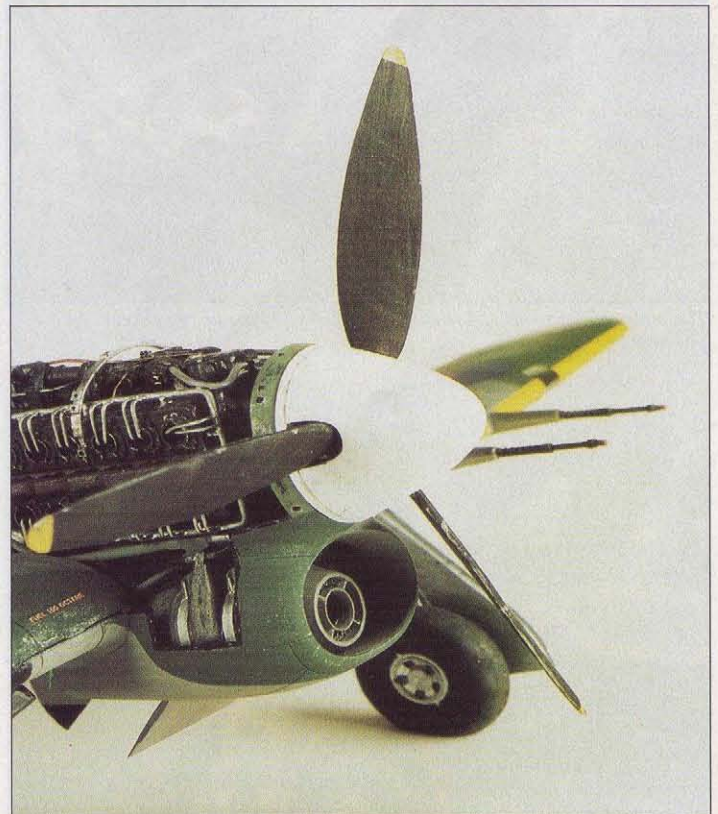
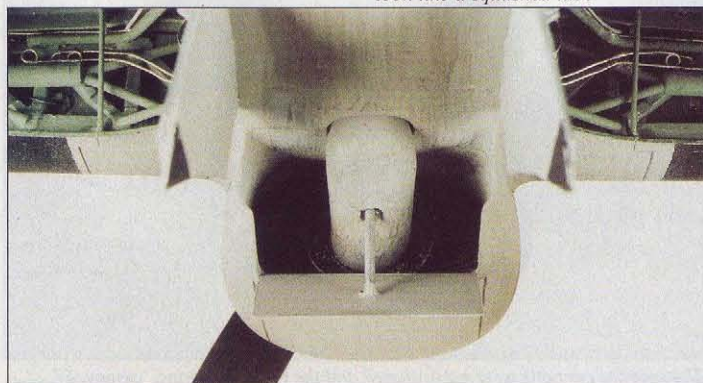


The cockpit floor was replaced with plasticard heel boards



The undercarriage bays were replaced and fully equipped

The carburettor intake duct needed to look like a squashed tube

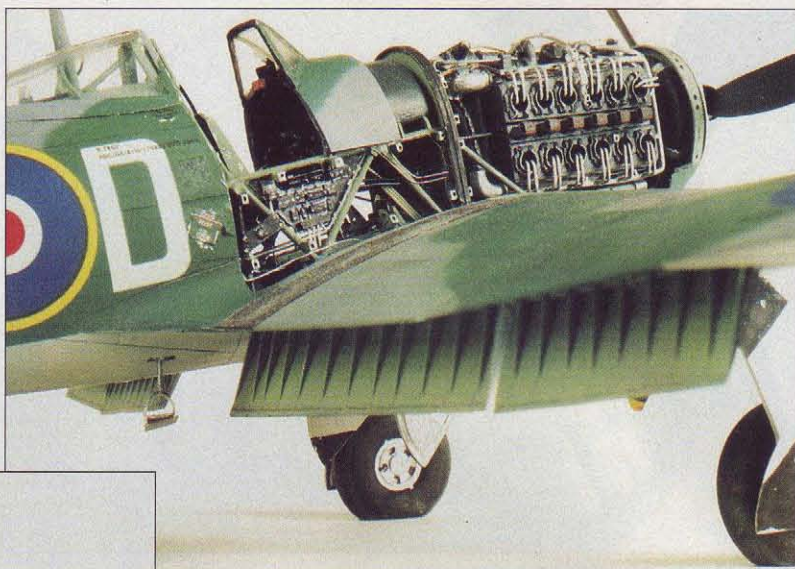


Typhoons were noted for their large propeller blades



New lights had to be made as the ones in the kit were too small

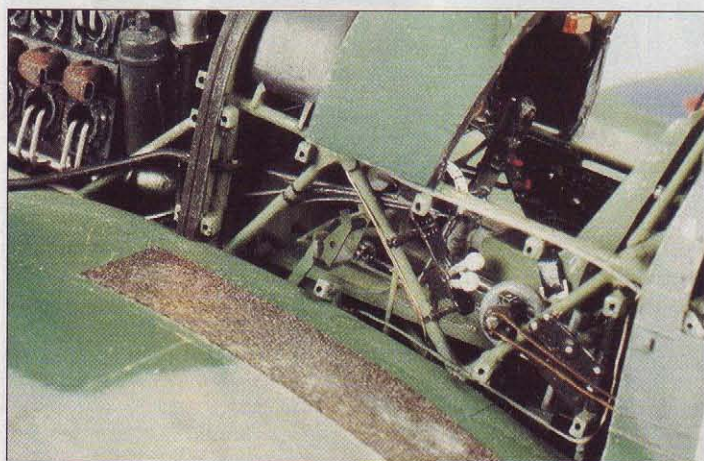
Due to the construction of the wings, the flaps were easy to remove and reposition



The cockpit framework needed to support the engine, wings and fuselage



The fishplates attaching the tail were sanded off and replaced, as were the flying control wires and rudder mass balance



The entire cockpit was scratchbuilt from wire, brass rod, sprue and plasticard



The canopy was edged with pieces of aluminium beer can



The inboard cannons were repositioned and the forward fairing "removed"

minus a cylinder jacket and most of the ancillary equipment. The items that had been included were either simplified or undersized.

The kit engine was discarded and a box built up from plasticard for the basic engine shape. The four cylinder blocks were made from laminated plasticard and 24 cylinder heads were made from 50 thou slices of plastic tubing profiled in three dimensions. 48 spark plug leads were made from copper wire bent into a U-shape, with one end being inserted into the cylinder head and the other into a "distribution harness" made from 1mm plastic rod.

Each item of the ancillary equipment was individually made by studying photographs taken at Hendon museum and the line drawings of the Napier Sabre engine. The coolant tank at the front end of the engine was made from a piece of sprue, heated and shaped into a ring. Securing straps were made from narrow strips of plasticard.

The profile of the exhaust pipes was incorrect as they should resemble a squashed square tube at the end; which can be seen in almost all pictures of the Typhoon. This was resolved by careful reshaping and hollowing out the kit parts. As the engine was installed into the fuselage structure, control cables and rods were added and passed into the cockpit.

Cockpit

The interior detailing on this model was quite comprehensive although overall these parts were not very accurate. Because of this and also because the side panels were removed a number of changes needed to be made.

The instrument panel was discarded and replaced with two laminates of plasticard, with one piece having holes for the instruments. The new assembly was painted dark grey with the instruments being black. Details of the instruments and their positions were found by referring to Arthur Bentley's article in the November '75 issue of Scale Models. A chamfered pin was used to pick out the detail of each instrument. The bomb sight was replaced with some sprue and a small piece of acetate sheet as the one in the kit was too large.

The side consoles were made using a similar technique with additions of throttle levers etc. Electrical wires and equipment were added to the outboard face of the RH side panel and control cables and rods were added to the LH side panel running through to the engine compartment. The floor in the cockpit had to be replaced with heel boards as the Typhoon doesn't have a floor as such. These and the rudder pedals were fabricated from plasticard with

the aid of the scale plans.

Working from photographs and copies of the aircraft maintenance manual (courtesy of Hendon Museum) a seat framework was made from plastic rod. Height adjusting springs were fitted behind the seat made from fine gauge electrical wire wound around a piece of plastic rod. The seat harness was carved off and a replacement made from green party streamer cut to size. The buckles were made from pieces of an aluminium beer can.

An oil tank was made from a piece of shaped balsa wood covered with modelling putty. Connecting pipes were added and run into the engine compartment with reference to the aircraft maintenance manual.

For ease of assembly all of these parts were fitted to the fuselage framework before the wings and tail unit were added.

Rear Fuselage

After blanking off the tail wheel bay, the fuselage halves were joined together. A radio rack was fabricated from plasticard and placed on a "shelf". The Dzus fasteners for the access panel were made from triangles of plastic with a hole drilled in them.

The fishplates were sanded off and new ones made from 5 thou plasticard. These items were fitted as strengthening on the full sized aircraft as there were a number of instances of the tail unit falling off. The rudder control cables were replaced with new ones from wire and the rudder mass balance added from plastic rod.

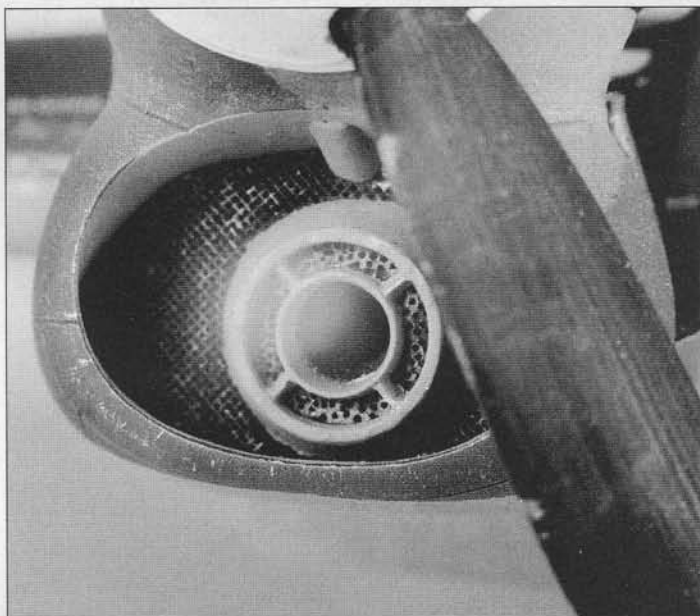
Wings

The trailing edges of the wings (and all other surfaces) were too thick and needed sanding down to a thin edge. The landing lamps were made from the front 10mm of two 1:72nd scale drop tanks with lenses made from clear plastic sheet. The recesses for these lamps were reshaped and correctly blanked off internally. The lamps were fitted and the recesses covered with a piece of acetate sheet.

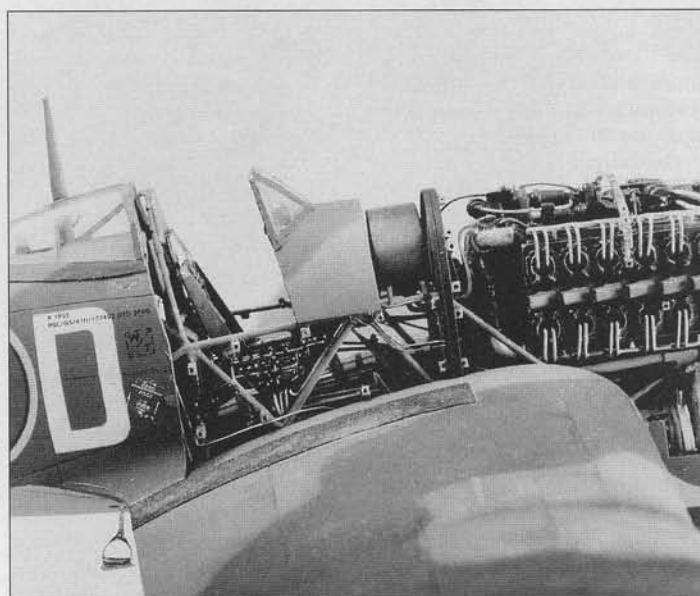
The two 1,000lb bombs were left off as they were not very accurate and it also made the aircraft look cleaner. This necessitated the creation of bomb rack pick-up points. These comprised a square block with a "bolt" hole in the centre mounted in an elongated oval hole. The forward hole being aligned laterally and the other longitudinally. The cannon shell ejection ports on the under side of the wings also needed opening up.

Radiator

The radiator inside the chin fairing was fairly representative from the front



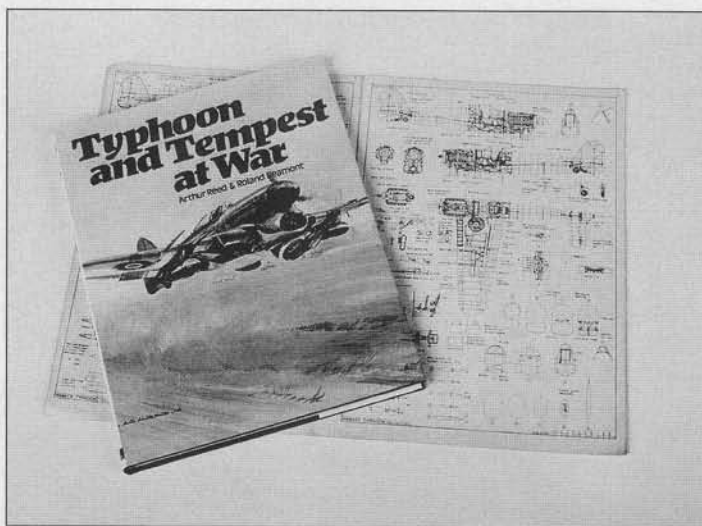
The radiator and intake under the engine needed extensive improvements



The cockpit panels were visible from both sides and needed detailing accordingly



The recess was re-formed & a lamp fitted made from a piece of drop tank



The scale plans & book are a must for the superdetailer



The cockpit and engine panels were removed to reveal the unusual engine and cockpit structure

although there was no depth to the outer (coolant) radiator or any provision of internal fairings. The carburettor intake duct (behind the radiator) was the incorrect shape and needed to look more like a squashed tube. The shape of this part on the aircraft needs to have a constant cross-sectional area to ensure a smooth flow of air into the engine.

The internal fairing profile had to be constructed with the aid of copies of the original drawings, using a technique called planking. This was necessary as this fairing could be seen from both the engine compartment and inside the radiator outlet. This technique involved creating a cardboard former of the shape required and laying short strips of plasticard at right angles to the formers. In this particular case two layers were used for strength and then made smooth with modelling putty. The radiator grille was enhanced by drilling out every hole, painting it black and then dry brushing with aluminium paint to pick out the "mesh".

Propeller Blades

Although the Typhoon was noted for its large propeller blades the profile of

the ones in the kit were a little too paddle shaped and needed trimming as per the scale plans.

The securing "screws" on the spinner were added after painting with the aid of a piece of small diameter brass tubing sharpened (into a type of small pastry cutter) at one end. This was used to cut a circle into the paint and a scalpel blade create the "screw head".

Wings & Tail Fuselage Fitted

The panel lines were moulded proud and not recessed and the rivets were even more pronounced. These were sanded off the individual parts before assembly and a razor saw used to pick out the main panel lines. On the real aircraft the wing skin butts up against the fuselage framework, whereas on the kit it finished at the curved bottom edge of the engine and cockpit panels. Because of this the upper surface (and part of the lower surface) of the wing had to be extended inboard.

Before attaching the lower centre section of the wing, the flaps were cut off to be modified and refitted at a later stage. 22 ribs made from plasticard each with three (different

sized) holes were attached to the upper surface of the wing. 44 ribs were fitted to the flaps with a 1mm diameter plastic "actuating rod" mounted through them. The flaps were fitted after all painting had been completed.

The wings and tail unit were attached using Araldite to ensure a strong bond that could be fixed in the correct position before the glue set.

Undercarriage Bays

The external profile of the main bays were the correct shape although the internal walls moulded as part of the lower wing were incorrect and had to be removed completely. One wall of the bays was actually the forward wing spar and therefore not solid. The other panels were made by studying photos of the aircraft at Hendon museum.

The undercarriage legs pivot in two axial planes as indicated in the scale plans. This was reproduced on the model for accuracy and I also wanted to see how they retracted into the bay. A brass pin was inserted into the end of each leg to provide added strength where it joined the pivot. This also enabled the legs to be

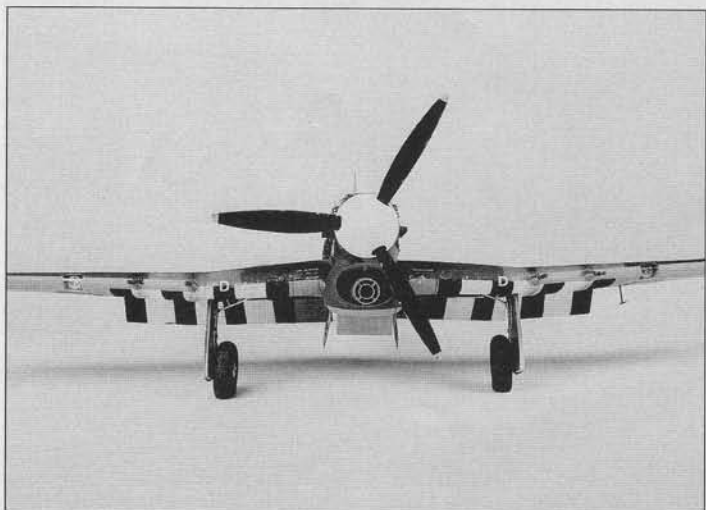
installed at a later stage. Springs were made from wire as described earlier and the wing ribs were made and carefully attached to the upper wing section before assembly.

Undercarriage Legs and Doors

The undercarriage bay doors on this model were too thin as on the Typhoon they were wedge shaped to aerodynamically assist the lowering of the undercarriage. In addition to increasing the thickness, up-lock catches and tyre striking plates were also added to the doors. Approximately 2mm was cut off of the "bottom" edge of the main tyres and the sides built up with modelling putty. This was to simulate the effect of the weight of the aircraft on the tyres.

Machine Guns

The Mk1B had four 20mm Hispano MkII cannons which were mounted relative to the forward wing spar. The model had these cannons fitted relative to the leading edge of the wing which therefore made the inboard ones too long. Some



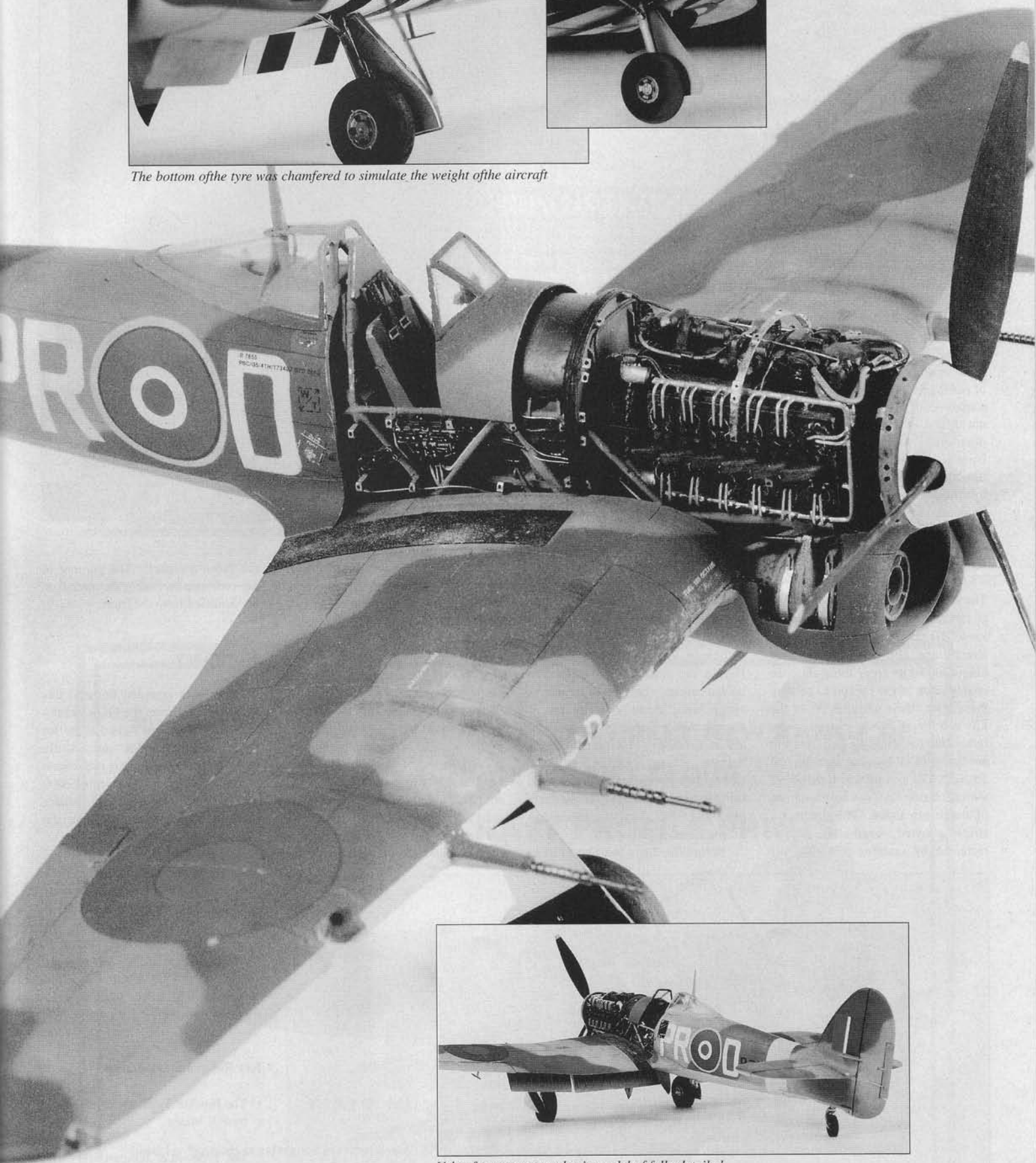
The five piece wing makes for a foolproof assembly



The model re-creates the very solid Bulldog look of the aircraft



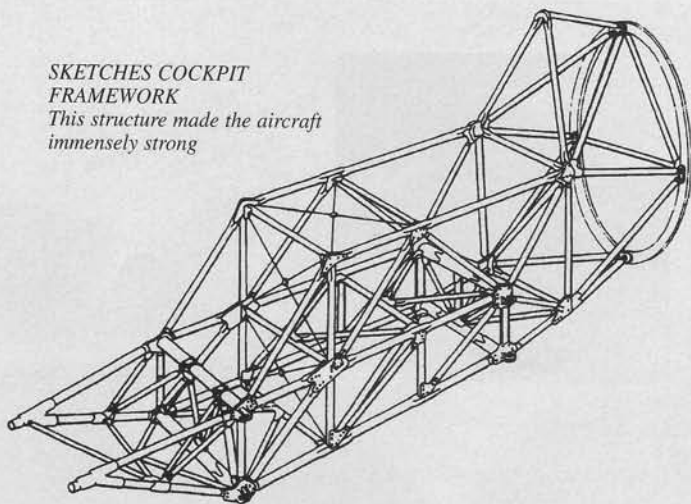
The bottom of the tyre was chamfered to simulate the weight of the aircraft



Value for money, as a basic model of fully detailed

SKETCHES COCKPIT FRAMEWORK

*This structure made the aircraft
immensely strong*



photographs also indicated that sometimes the forward half of the cannon fairings were left off. For added interest this was incorporated into the model by removing the forward half of the fairing and replacing it with 1mm brass rod. The recoil springs were made from a strip of plasticard wound around the rod in a spiral using Superglue. Holes were not drilled in the end as corks were often fitted to the end of the gun barrels to prevent the ingress of moisture and dirt. This was achieved by filing a small backwards chamfer on the end of the barrel.

Canopy

The cockpit canopy of the Mk1B had an unusual means of entry. This was via a "car door" on either side of the aircraft and also a roof panel that hinged upwards from the right. To enable more of the cockpit to be seen these three items were cut off of the kit canopy. These items were removable for servicing purposes and are therefore in keeping with the real aircraft. The canopy was finished off with the frame lines having a laminate of aluminium added. The aluminium strips allowed weathering to be recreated by scraping the paint off

with a knife rather than trying to paint "bare metal" onto the model afterwards.

Finishing Off

The navigation lights on the wing tips were too small for the cut-outs on the wings and needed replacing with ones made from a small piece of clear perspex. This was drilled to recreate the bulb and the hole painted red/green accordingly. The perspex piece was fixed using Superglue and then sanded and polished to suit the profile of the wings before painting. The navigation lamps on the tail were made in a similar fashion but painted silver internally.

The aircraft was painted as per the instruction sheet, the camouflage pattern being applied using the same technique as for the real aircraft. During the war these aircraft were painted using what were known as spray mats, these were sheets of shaped rubber laid over the wing to act as a mask. This process left a narrow "fuzzy" edge to the camouflage pattern and was recreated using cut out photocopies of the scale plans and small strips of cardboard to lift the paper slightly.

Before the doors were attached to



The powerplant was the unusual 24 cylinder H-block Napier Sabre engine

the aircraft the "angle" of the invasion stripes was established by placing the door in the aperture and masking with tape.

The decals were fitted as supplied but attached using Johnson's Klear floor polish. This eases the problems associated when placing decals on matt paint but unlike varnish is water soluble (until dry) and is therefore more forgiving when positioning the decal. Instead of using the kit decals for the walkways either side of the cockpit, fine grade emery paper was used. The last letter of the aircraft ident was added to the leading edge of the wing inboard of the cannons using

rub down transfers. The purpose of the code was to enable the aircraft to be identified from the front.

Summary

Whether it is intended to build this model straight from the kit or to fully detail it, it represents good value for money. The model successfully recreates the solid Bulldog impression of the aircraft, although in this case it was necessary to leave the radiator cowling in place to maintain the character of the aircraft.

The exterior shape of the model was true to the scale plans and the temporary assembly of the major parts demonstrated the ease of assembly of the kit. The interior of the model was let down slightly on the accuracy side but this was made up for by the amount of the detail supplied especially considering when this kit was first released.

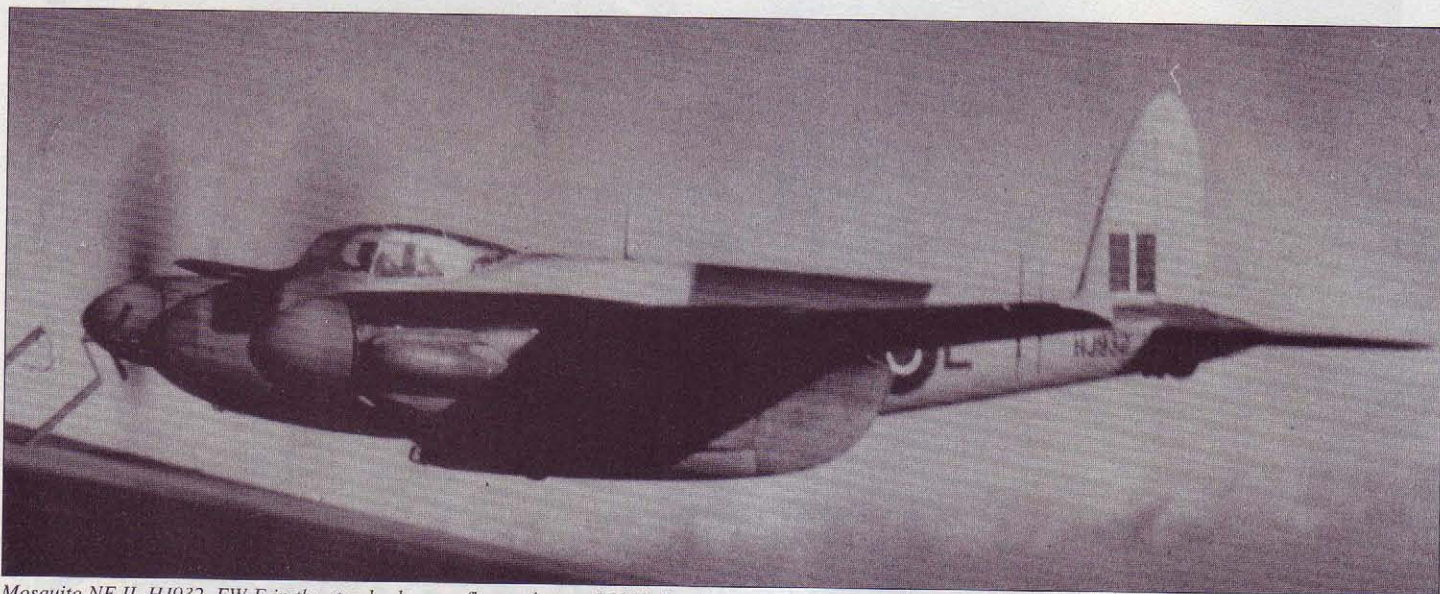
Key Reference Documents:

- The Hawker Typhoon & Tempest by F K Mason.
- The Typhoon & Tempest Story by C Thomas & C Shores.
- Scale Models, November 1975.



EXETER Memories

Michael Payne recalls his childhood visits to Exeter Airfield



Mosquito NF II, HJ932, EW-E in the standard camouflage scheme of 1942-43. Codes were Dull Red and the serials are Black. Note the flat armoured windscreen of the Mk II and the armoured panel behind the pilots head (Dr Koniarek).

I suppose it all began for me when I was given a construction kit from which to build an 18" span model of a D.H Puss Moth in 1938. The Moth was followed by more scale models; a Magister, a Bulldog, a Fairey battle and a Skua all from kits and then several from my own drawings. I had previously only seen the aircraft of Sir Alan Cobham's barnstorming circus, but now there were excursions in the family car to Exeter Airport to watch the weekend flying activity, which comprised mainly of the circuits flown by the blue and silver Hornet Moths involved in the Civil Air Guard Training scheme and very occasionally an unusual visitor would arrive; a Percival Gull, a Miles Mentor, a hind Trainer or a Dragon Rapide of Jersey Airways.

For some time after war broke out the airfield boundaries were still accessible to the public and we noted the arrival of a number of Battles, a Harrow, a Wellesley, two of three H.P 42's of the Imperial Airways, together with the two Short 17's, Scylla and Syrinx. These huge biplanes were given camouflage colours and eventually disappeared back to Whitchurch. Compared with the activity in 1938 there was very little flying to be seen until the arrival of a succession of Hurricane squadrons in 1940. Then, with the start of runway construction, the removal of a small hill at the western end, and a vast extension to the east, all the surrounding lanes which we had prowled for over two years were

closed off and the airfield became an RAF station and a restricted area.

In the summer of 1940, Hurricanes from Exeter flew in the defence of Portland, Southampton and Yeovil and the convoys that plied in the Channel. their opponents were the Bf109's of JG.2 "Richthofen" and JG.53 "Pik As" - who, in August 1940 were ordered by Goering to replace their emblem with a red band encircling their cowlings because (incredibly enough) their Kommodore, von Cramon Taubadel, had married a Jewess. Only in November, with a new Kommodore, was the "Pik As" badge reinstated. Over the New Year period No601 Squadron gave place to No 504

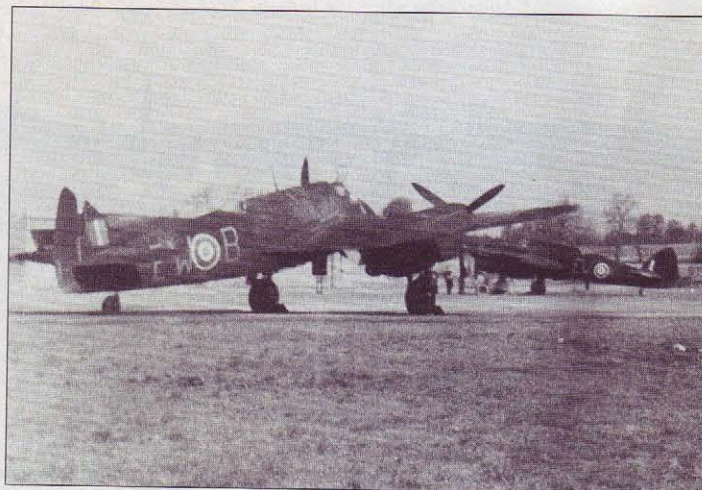
Squadron, who had to endure the mud generated by the contractors.

It was into this half-finished airfield that No 263 Squadron brought their secret Whirlwinds in order to be reasonably close to the parent factory in Yeovil. In the air they seemed very fast, with their Peregrine engine note pitched higher than the more familiar Merlins. I recall that we were aware that they were secret, but we learned later that the Luftwaffe knew all about the Whirlwinds and even had recognition silhouettes copied from British material. At Exeter their dispersal area was hidden from the public area by sloping orchards, but these exciting aircraft were a familiar sight

over the City, often at low level, for several weeks.

The ring dispersal pens vacated by the Whirlwinds as they flew off to Cornwall were eventually occupied by the black defiants of No 307 (Polish) Sqn. Their Merlin engine note was similar to that of the Hurricane, but somehow more laboured as they flogged their way around the night sky in 1941, when the german bombers grumbled overhead to bomb Merseyside, South Wales or Bristol; and when we saw a glow in the western sky as Plymouth burned.

In those days everyone who needed to get around had a bicycle. We cycled everywhere. Even our elderly and most respected teachers arrived each morning on bicycles. One was known to ride in on wet mornings holding aloft a large black umbrella - and no one then even thought it especially odd. Bicycles made us independant of wartime buses for all the after-school Cadet parades; we went to the coast in the summer, to Dawlish Warren and Exmouth where the Bofors guns fired at drogues towed by Lysanders and a pair of Air-Sea Rescue launches (191 and 192) were moored by the Sailing Club HQ. And we covered hundreds of miles through lanes around Exeter airfield. I rem-ember once, in May 1943, coming upon a complete Typhoon wing lying in a hedgerow near Clyst St Mary the day after Ian Munro's aircraft (266 Sqn) had exploded as he preformed his usual



Two Beaufighter Mk IIs at the end of their dispersal area, at Exeter. The stop-butts can be seen behind the rudder of EW-B. Code letters on B and K were dull Red. (Dr J.Koniarek)

upwards rolls near the airfield.

As often as we could, a persistent hard core of enthusiasts would lurk along the A30 from where the flying could be observed. Most weekends the policeman would cycle ponderously up the incline from the village and we would ride away into the lanes. His assistant, a "Special", I suborned by building models for his small son. Our most interesting days were when the wind was southerly. Not only did all the returning aircraft land about 50ft overhead, but also all the aircraft taking off would taxi past on the perimeter track. Then there were the night fighters from 307 Sqn carrying out their air tests and the Spitfires and Typhoons on routine training flights, or those duty aircraft flying to and from the forward airfield beyond Salcombe, at Bolt Head.

I remember eventful days in 1943 when Bostons and Venturas of No 2 Group assembled to refuel at Exeter and to pick up their Czech Spitfire escorts before bombing a fringe target in France. as ATC cadets we paid very rare visits to the Station. We were shown the Turbinlite Havocs, whose white-painted ailerons were for so long a mystery. It seems there were small hooded lights below the Havocs' wings which dimly illuminated the white paint so that the Hurricanes were able to maintain visual contact with them as they searched for enemy bombers. On a later visit in late 1943, we were allowed to wander among the dispersed Spitfires of No 616 Sqn where the special high altitude Spitfires were ready to intercept the Ju 86Ps which has begun to present a threat. the squadron flew a mix of MK VI and Mk VII aircraft, all of which had pressure cabins and wings extended by nearly 4ft to a pointed and very thin tip. In contrast to the more usual clipped wing models, these Spitfires were very elegant in the air; and their semi-gloss finish was immaculately maintained. I remember that their unused cannon stubs were faired off with finely streamlined Perspex "bullets"

Many of the Polish airmen were accommodated close to my home in the unoccupied rooms of St Luke's teacher training college. In the words of those days, "Defiants used to beat up the college and their low-flying visits lifted our hearts on many dreary days". Before their night of



Defiant Mk I with early exhaust stubs and Grey codes by the Blister hangar opposite the crew room. A religious service was in progress. After the war the ATC Gliding School used this hangar for its Tutors and Sedburghs (Pawel Sembrat)



Useful cockpit detail for modellers on this Polish squadron Beaufighter Mk II. Lt Gregor Bukowiecki was later to die in a night take-off accident. This picture was taken in early 1942 (Dr J.Koniarek)



Beaufighter Mk II, EW-U, T3048 of No 307 Sqn. Its code letters were Light Grey, although the roundels and fin flash had been repainted in the late "C" style of mid-1942. Note the aerals on the wing, and the open entry hatch (Dr J.Koniarek)



Sgt Kazimir Frackiewicz poses with his Defiant in its blast pen to the south of the squadron crew room, near the perimeter track. Note the Polish emblem below the cockpit and the open turret. (C.Goss)

triumph in May 1942, when the City centre was destroyed by low-level bombing, the squadron had been re-equipped with Beaufighter Mk IIs. On that Sunday night the Poles claimed two positive kills and a further two probables over the Channel, driven from my burning home in the initial stages of the raid, we were dive-bombed and machine-gunned in the glare of the burning city. We heard the Ju 88 dive into the ground at Wonford House and I saw the wreckage in the trees the next morning. Ironically one of the first buildings consumed by the incendiary bombs was the Haighton

Block at the college where the Poles were accommodated. Another bomber crashed near Seaton. Dawn broke over a pall of smoke from the burning city.

The Beaufighter Mk II was marginally under-powered with 1,280 h.p Merlin XXs at a weight of over 20,000 lb and directionally unstable due to the lack of forward side area. The Polish crews were very happy to start receiving the new Mk VIs with their more powerful Hercules engines. Through the summer of 1942 we watched the black Beaufighters with their new red codes and the clipped-wing Spitfires

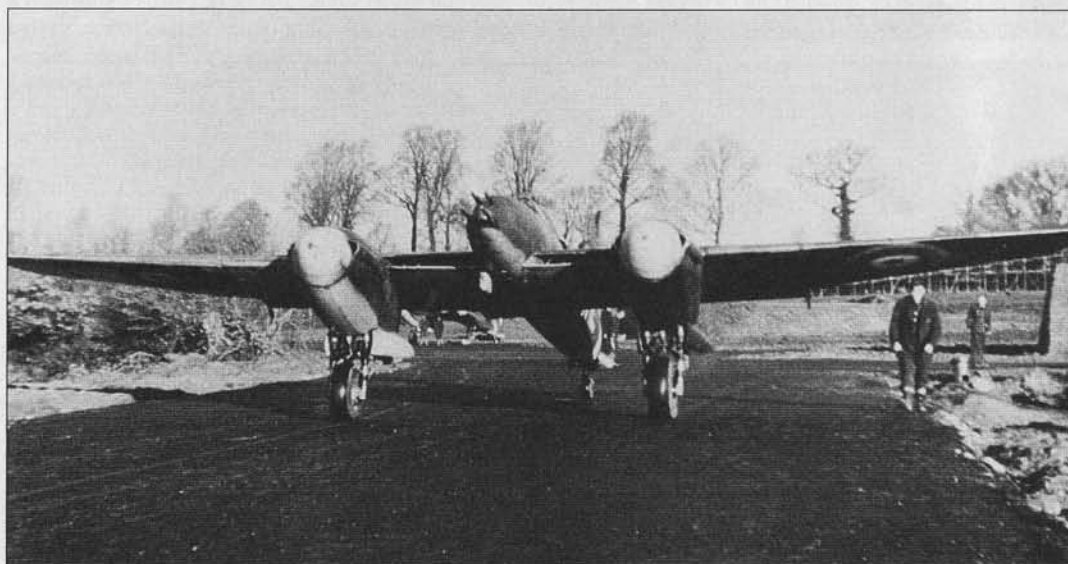
of No 310 (Czech) Sqn, whose old dispersal pens can still be seen behind the A30 trunk road. The Czechs were sometimes joined by their compatriots of No 312 and 313 Sqn, arriving from Church Stanton (later re-named Culmhead). Operating as the Czech wing they would fly sweeps over Brittany and the Channel islands or escort No 107 Sqn bostons. "Ado" Vrana, a veteran Czech who escaped to the West and who had flown French Curtiss hawk 75s in May 1940, has told me that it was he who trained these Czech pilots to make the precisely timed stream landings we used to wonder

at, cockpit hoods open, separated by only 150 yds, and using the whole length and width of the long runway. one of the aircraft we used to see is still flying at air displays today - Spitfire Vb NN-A, AR501.

During autumn 1942, date uncertain, but later than September, the Polish Beaufighters were repainted in the new night-fighter camouflage scheme of overall Medium Sea Grey with a disruptive pattern of dark green on the upper surfaces. Code letters remained Dull red and serial numbers Night (black). Some aircraft carried a small Polish marking behind the cockpit. We grew accustomed to the Hercules engine note in the late autumn nights of 1942 and after the Baedeker raid in May we were grateful for the absence of enemy raiding.

It must have been early in 1943 that we saw our first Mosquito with 307 Sqn. We had known about the Mosquito, of course, for a couple of years. Those who sought to enforce censorship over the existence of aircraft types which were secret had reckoned without the world of airminded British schoolboys. I cannot remember how exactly we discovered these things, but there existed a kind of underground system of Intelligence amongst friends at boarding schools all over the South who met during holidays to exchange information

and copy silhouettes. My own diary, for example for 14 February 1943, records that I saw an un-coded



Westland Whirlwind of No263 Sqn in the dispersal area later used by Exeter's night fighter squadrons. The trees date this in winter 1940. (J.Monro)



Wing Commander Jan Mikalowski, V.M., D.F.C., C.O of 307 Sqn from August 1942 until his untimely death in the crash of Mosquito II DZ261, EW-V in March 1943 (Author)



Jerzy Damsz (rank at this time is not known) with EW-Z, EL194 in late 1942. "Ocha" was his wives pet name (Via Matusiak)

Spitfire land over the A30. It had a different engine note, multiple exhaust stubs and a very large spinner. I knew I had seen my first Mk XII. Pictures of this Mark were first published in The Aeroplane on 21st April 1944, 14 months later.

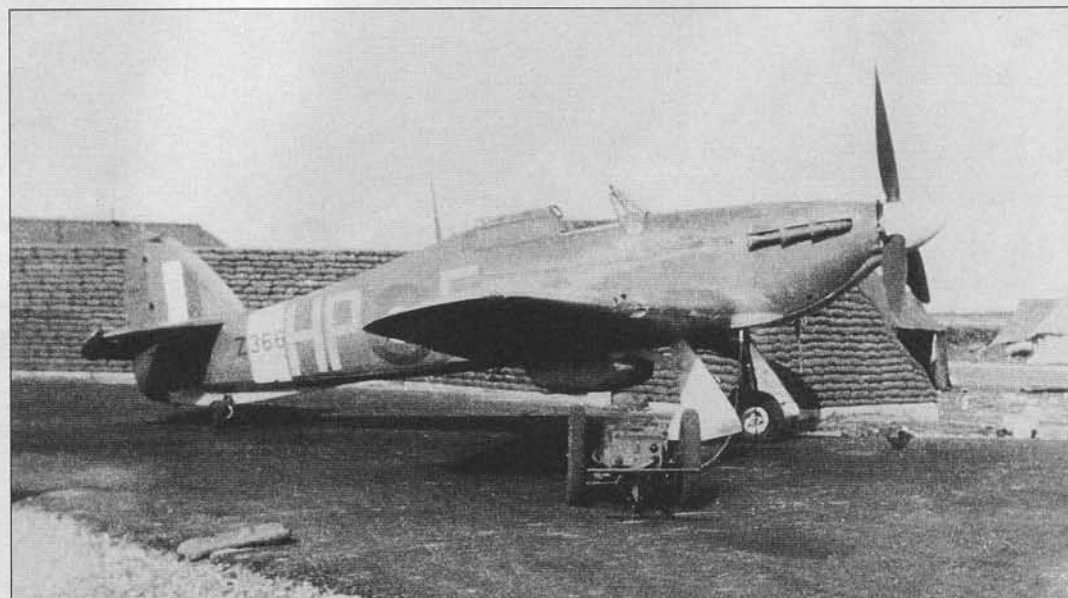
We welcomed the return of the sound of Merlins at night because they were so easily recognised; and by day we continued to watch Spitfires, Typhoons and Mosquitoes from our spot by the road, despite our problem policeman.

Shortly before No 307 Sqn was moved to Fairford Common, on The Gower, their C.O., Wg. Cdr. Jan Michalowski DFC, VM, was killed in a dreadful accident on 21 March 1943. While approaching to land over the A30 with the port engine feathered, the Mosquito EW-V, DZ261 drifted off-line and the pilot opened up the starboard engine to over-shoot; but the aircraft's speed had fallen below the single-engine safety figure (about 135 KTS) and with the wheels and flaps down the machine was unable to gain height and ploughed into the ground on its port wingtip.

On wednesday 10 March, after our cadet air experience flying an Oxford N4841, we were allowed to wander among the dispersed Typhoons of 266 (Rhodesia) Sqn. Their size was impressive; those of us who were modellers took note of the unusual car-door style cockpit fittings and other details such as the anti-shimmy tail-wheel, external rudder mass



Westland Whirlwind of No263 Sqn in the dispersal area later used by Exeter's night fighter squadrons. The trees date this in winter 1940. (J.Monro)



Hurricane Z3663, HP-E of 247 Sqn. When this unit arrived at Exeter to co-operate with the Havoc Turbinlites they changed their codes to ZY because at Exeter the Gunnery research Unit (GRU) was already coded HP (O'Brien)



Autumn 1944 when most of the C-47s had moved over to France. A view from Flying Control looking N.W towards the old Spitfire dispersal area. (H.Holmes)

balance weights and the reinforced plates around the rear fuselage. We also noted the broad yellow chord-wise bands on the upper wing surface at the dihedral break, a low-level identification aid shared at this period with another type of fighter which had been confused with German types - the Mustangs of the Army Co-operation squadrons.

In May, the Typhoon pilots were visited by a pair of P-47C Thunderbolts coded HV-G and UN-

N. At that date the US fuselage star marking had a yellow ring and there were white bands on the tail surfaces and around the engine cowlings. It has been suggested that the pilots may have been ex-members of the Eagle Squadrons. In mid-afternoon, in perfect weather, we were entertained to an extended mock combat between these two American pilots and a pair of Typhoons flown by Charles Green (ZH-G) and Ian Munro (ZH-B). For readers who can

remember the engine notes of Typhoons and Thunderbolts in aerobatics, no further comment is needed.

We enjoyed some more frequent Cadet visits, with the zest of an all-too brief circuit in an Oxford or Anson, and on our Summer Camp at RAF Locking in July we were flooded out of our bell tents by a sudden thunderstorm. But at the airfield down towards Weston-Super-Mare we saw the white-painted

Beaufighters for Coastal Command emerging from the Bristol factory as we flew low altitude along the Somerset coastline. And we met cadets from other ATC squadrons and competed with them on the rifle range and the assault course (rather unpleasant!).

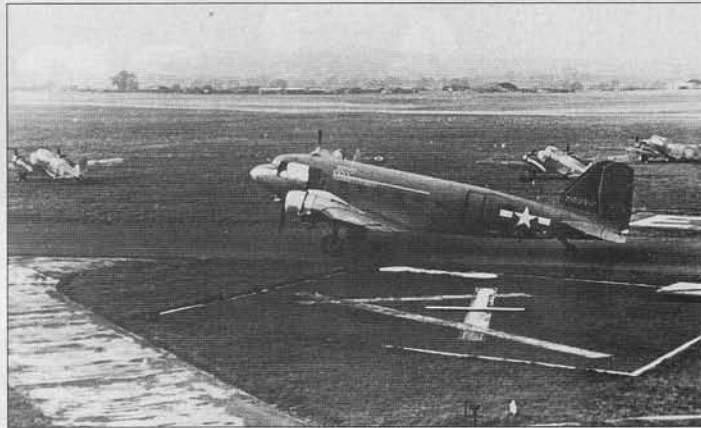
Following some more local flying in October, I stuck up a casual acquaintance with a pilot of No 286 Sqn, a unit which flew Martinets, disarmed Hurricanes and a lot of



Hurricanes of 504 Sqn were based at Exeter during the building period of 1941. Since TM-G has no Sky band, this photo may relate to the Filton period, but conditions at Exeter were very similar. The winter mud caused many taxi-ing accidents



A Handley Page 42 of the type which were camouflaged at Exeter in 1939. "Hadrian" operated east of the Nile, but the UK based examples looked identical (Author)



Autumn 1944 when most of the C-47s had moved over to France. A view from Flying Control looking N.W towards the old Spitfire dispersal area. (H.Holmes)

Oxfords (coded NW-) on anti-aircraft co-operation exercises and for the calibration of what was later termed Radar. Using our local knowledge of the simple route by which the airman used to pass into and out of the airfield without the formalities of the Guardroom, three of us entered the airfield on 23rd October and sidled rather hesitantly into the 286 Sqn Crew hut. After dropping a name and showing our parents' permit chits our names were added to the night flying list. As simple as that!

The Oxford in which I flew (NW-A_ with black undersurfaces, taxied out along the dimly lit perimeter track at about 2200 hours. We took off on the main runway, westward, into an utter blackout, to fly a stint of what was known as "Coursing", for the Plymouth guns and searchlights. After about an hour, a moon broke through, and icing conditions forced us down from 10,000 to 8,000ft, but it remained intensely cold. We never told anyone about the incident, and it was only many years later that I learned of other cadets who had done the same kind of thing.

Before the Americans arrived with their C-47s, Waco CG-4A and Horsa gliders to prepare for D-Day, a cadet "working party" visited the airfield. We were sent to the dispersal area of No 610 Sqn who were exchanging their elderly Spitfire Vb aircraft for spotless new Mk XIV's. I remember helping an airman to add a narrow yellow outline to the DW-D code letters of RB159. On all the well-known photos of this machine the broader strokes of the code letters become apparent when they are compared with the letters on other Spitfires in the formation.

In July and August 1944 we enjoyed further unauthorised flying in C-47s. These were in the weathered camouflage Olive Drab/Grey, D-Day black and white stripes and large "squared" style dull yellow codes. The four squadrons of the 440th Troop Carrier Group used 9X, W6, 6Z and 8Y. Individual aircraft letters were on the fins, but the unit codes were immediately aft

of the cockpit windows.

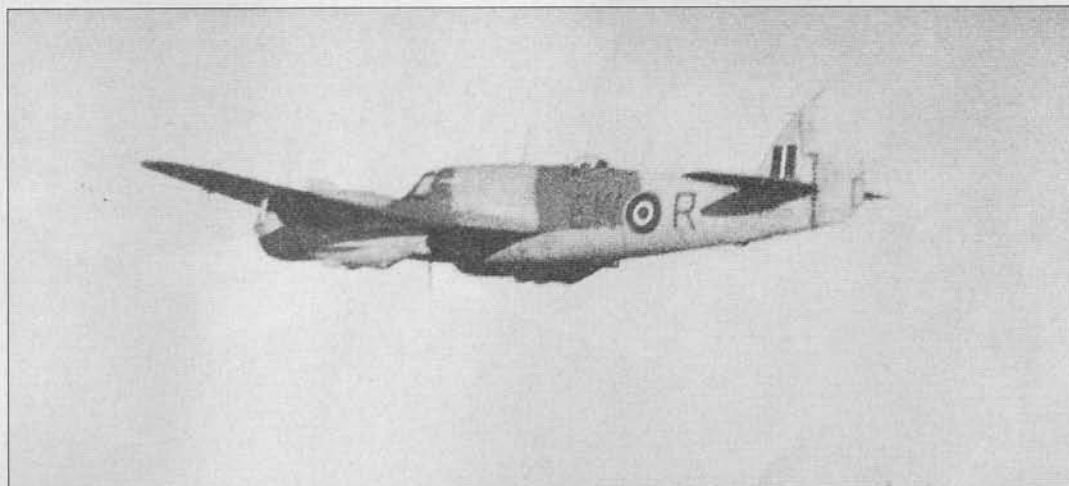
At the end of the year when operations had moved eastward across France, Exeter, like many of the other airfields in southern England gradually became a quite backwater. The resident night fighters were the Mosquitoes of No 151 Sqn but there was little flying

activity to watch.

Although I have written previously about Exeter airfield, it is only recently that I have been fortunate to have been sent some photographs relating to No 307 Sqn. I am extremely grateful to Wojtek Matusiak, Michal Muncha and Dr Jan Koniarek for making the photos

available. I had despaired of ever finding photographs to remind us of our Polish friends from wartime days, and I hope they will be seen by some of the other enthusiasts with whom I used to cycle around the Devon lanes.

by Michael Payne



Beaufighter Mk IV, EW-R, X8005 in January 1943, with four swatikas by the cockpit. Its crew were Karol Ranoszek and C.Krawiecki (Dr J.Koniarek).



On 9th sept 1942 General Sikorski inspected and decorated the airmen of No 307 Sqn at Exeter: he arrived in Beaufighter EW-V, escorted by a second machine. The squadron dispersal area retained much of its meadow grass and trees, with a taxi track and sand-bag blast pens, most of which survives today (Dr Koniarek)

A Lancaster that's different



A maritime patrol Lancaster of N0.120 Squadron showing a difference in the finishes of the port and starboard wings, the latter lacking the broad, white leading edge of the other. (Author's collection)

As we all know, of the 7,375 Lancasters built between 1941 and 1945 (3,673 by Avros themselves) and representing a staggering total of 7,374,000 man hours, there are now only a humble pair remaining airworthy, both finished in the wartime dope scheme of the RAF's Bomber Command. Small wonder therefore that our efforts as modellers tend to reflect the type as a wartime bomber.



A sea patrol Lancaster at St. Merryn with a collapsed starboard undercarriage leg in October 1949 shows the manner of marking the underlying serial number. (Author's collection)



Serial number RE158 may be made out in grey high over the tailplane here. Also of interest is the narrow black frame to the fin flash. (Author's Collection)



Another view of RE158 showing the stencilling aft of the nose transparency and under the cockpit canopy, plus the Squadron badge below in full colour. (Author's collection)

However if it is individuality which is sought there are several changes which can be simply incorporated in the assembly of a kit, one that comes readily to mind being those modified to take the 22,000 lb "Grand Slam" bomb so that the lower part of the forward fuselage had to be cut away and the weapon carried externally. Interestingly some of these could be seen taking part in the 180 day exercise "Project Ruby" during June 1946, the post-war destruction of the U-boat pens at Farne, near Bremen, the Lancasters having Dark Earth and Dark Green camouflage above and Medium Grey underneath, the wings carrying the serial numbers in white, one such being No. 15 Squadron's PD131 with codes LS-v in Light Grey. Another feature of this machine at least, was the deletion of the dorsal defensive position and the forward turret faired over.

Less commonly known is the fact that undercarriage of "Grand Slam" Mk.I Lancasters were modified with Lincoln/York type wheels having larger, fin cooled brake areas resulting in a necessary reduction in the depth of the tyre walls so that the normal "doughnut" look of the conventional tyre was lost.

A contemporary finish for Lancaster bombers was of course the striking white dope scheme with black underneath

of "Tiger Force", intended for Middle East service and two Mk.VIIs with this dope scheme participating in the victory fly past of the 8th June 1946 were TW878 and TW892, "H" and "L" respectively of No.35 Squadron, and thus coded "TL", whilst another white dope scheme of the period, but this time over all, including even the spinners, was that of Air/Sea Rescue versions such as TX264 which had its underwing roundels further outboard than was usual for the RAF.

Similarly white but with Medium Sea Grey extreme upper parts from mid-1947 were the Lancasters of Coastal Command, some with the leading edges of wings and tailplane white with a generous overlap from the lower parts. One such is the machine of No.120 Squadron, RAF shown in our heading photograph which has a replacement starboard wing with the grey colour carried across the entire wing chord. Unfortunately the serial number of "BS-J" here is unknown, but that of "BS-B" is to be clearly seen in the three photographs of it in unhappy circumstances at St. Merryn on 10 October 1949.

Lancasters serving with overseas air forces also supply examples of fresh appearances, and the colour profile of that with France's Aeronavale shows one such. In fact this



machine (WU09) was an MR7 serving with Escadrille de Servitude 10 in 1952 and was typical of several, another example being sent direct from Britain, temporarily marked with British roundels and fin flashes, its dope scheme differing only from the one shown in that the yellow band was centred on the tailplane and tapered throughout its length. This was broken aft of the fuselage for the letters "SAR", which were deleted after delivery was taken and French national markings added, those above the wings measuring ten feet in diameter.

A total of 54 ex-RAF Mk.IIs and VIIIs were ordered in 1948, deliveries commencing four years later when a further five were requested for duties in the Mediterranean and Eastern Atlantic by the Coast Guard, the Naval machines going first to Escadrille de Servitude 55 at Agadir, Morocco, while those of Flotille 9s (Search), Escadrille de Servitude 10 operated from Noumea, New Caledonia did so in an all white finish with grey cowlings in the early 1960's. All Coast Guard Lancasters were converted Mk.VIIIs and were given serials FCL.01 to FCL.05.

The Canadian machine shown in the second side view is a Lancaster 10-MR of No.107 Rescue Unit, RCAF from Torbay, Newfoundland.

These aircraft originally operated in an unmodified form with a front turret and normal crew canopy, retrospectively plated over aft. Canadian roundels were carried below the wings. The scheme shown included the number (104) under the port main plane. Red tips on the upper surfaces, like those below, did not overlap the ailerons, but extended inboard as far as the national markings.

About 70 Lancaster 10's were modified for Marine reconnaissance (MR) duties during 1950-51. Originally this aircraft carried the serial number FM104, later changed to 10-MP (Marine Patrol).



P.G. Cookley

IPMS Nationals 1995

This year's event was held over the week end of the 4/5th November 1995 but for all the club stands and traders the weekend began on Friday. We all tried to get all of our equipment into the hall at the same time as everyone else was trying to do the exactly the same thing! Suffice to say that the procedures could have been very fraught but due to good organisation and consideration all round it seemed to go off very well. Having set everything up we all returned home for the night although there were a large number of people staying in the various hotels and guest houses near by and a group of very hardy people who had decided to camp on site.

Saturday morning loomed bright and cold and as we all trundled up the M1 towards the event I wondered just how many people would be coming this year. Arriving at the venue some one and a half hours before the doors opened to the public I was amazed to see a long queue by the main entrance; looks like its going to be a busy day thought I. Although the event did not open to the public until 10am the venue was open to IPMS members one hour before this and so the hall was already buzzing when we entered. Getting our two assistants settled in at the stand I decided to have a general wander

Each year a good number of us divide our year up into two or three sections each of which is marked by shows such as the Southern or Northern Expo. The major event each year as far as many modellers goes has to be the IPMS (International Plastic Modellers Society) Nationals held towards the end of the year at Donnington.



One of the areas which always has a crowd around it is the demonstration area. Here we see John Adams of Aeroclub going over the finer details of vac-form modelling to an attentive crowd.

around before the rush. Trading from under the tables by the clubs had been reduced this year due to

Health and Safety requirement with regard to gangways and emergency exit passage ways. This did have quite an effect as there was little in the way of secondhand kits for sale other than from the traders. A look around the hall showed that there was a great number of club and SIG (Special Interest Group) stands and that the quality of the models on display was as good as ever.

Main sponsors for the event were Revell (GB), Midland Counties Publications (MCP) and The Aviation Hobby Shop (TAHS). Revell had their usual impressive display with such goodies as the new 1/720th scale Hindenburg, 1/28th Fokker D.VII and 1/32nd F-4F Phantom. MCP had their usual wide selection of

books and they were also running book signing by a selection of well known authors throughout the weekend. TAHS had their usual selection of kits and sundries and their position right by the main entrance must have made them one of the first ports of call for many visitors.

Airfix was present and there was much activity at their stand throughout Saturday as people tried to find out as much as they could about the new 1/48th scale Spitfire MK 22/24 and Seafire Mk 46/47 kits. Numerous Buccaneer models were on display and it is nice to hear that Airfix intend to open a Heritage Centre in the future and that they have already taken delivery of an ex-RAF Hunter for display there. AMT/ERTL had their display of license products in the Sci-Fi section but very little in the way of aircraft with the exception of the Havoc. Disappointment for the show was the non-arrival of Mriya Models from the USA. The company was unable to have all of its new kits for display and therefore decided not to attend as they did not want to launch in a half-hearted manner.

All of the major models shops as well as a good selection of the specialist groups and companies were all attending the show and the atmosphere on Saturday was intense as avid modellers sought out their two favourite subjects; information and bargains!

The competition area had been expanded this year thanks to the removal of the made-up model sale. This year all made-up kits were for sale on the respective club/SIG stands and this seemed to work alright. Inside the competition area was a wide array of models covering all areas of the hobby. Aircraft always account for a large number of the models on display and within the competition area. As we are an aviation modelling magazine we will therefore restrict our coverage of the award winners to these classes.



This is a look at the competition area which was situated in the middle of the hall. The model with the large crowd around it in the distance was the Senior National Champion

Sponsored Competition

IPMS Classes

Airfix Senior trophy.

HC: Fairey Swallowfish	Tony Horton
VHC: Anson I	Rodney Ulrich
1st: Gloster Javelin FAW9R	Jean Crochet



Very Highly Commended in the Airfix sponsored Senior Trophy was this Anson Mk I by Rodney Ulrich

Matchbox Senior trophy.

VHC: Provost T.Mk1	Hugh Beyts
1st: Boeing F4B-3	Peter Westbrook

Matchbox Junior trophy.

1st: F6F Hellcat	Ashley Keates
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Welsh Models' Airliners Trophy

C: Vickers Super VC-10	Mike Mothershaw
C: Douglas DC-7C	Mike Stuart
HC: Boeing 314	Peter Westbrook
VHC: Douglas D-9 Series 20	Graham Davies
1st: DC3	Mike Mothershaw



Highly Commended in the Welsh Models Airliners Trophy was Peter Westbrook's Boeing 314

Revell Senior Trophy

C: Airbus A330	Mike Stuart
VHC: Fokker Dr1	Stephen Rutland

Davies Trophy

C: Bell 47 Sioux	Patrick Watson
HC: AH-64	John Wilkes

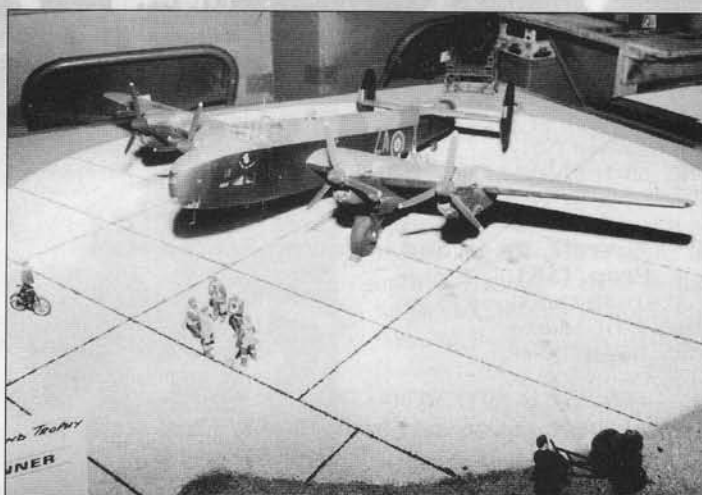
HC: Westland Whirlwind	Rodney Ulrich
VHC: Sikorsky R4B Hoverfly	Martin Hale
1st: Bolkow Bo105	Stuart Hurley

Adour Trophy

C: Sea Harrier FRS 1	Kevin Baxter
1st: F-4J Phantom	Karel Susa

Bomber Command Trophy

C: Vickers Valiant	Geoff Trenholme
C: Avro Vulcan B Mk 2	Jim Howard
HC: Avro Manchester	Rowland Turner
VHC: De Havilland Mosquito B. MkIV	Tony Horton
1st: H.P. Halifax B.MkII Special	Dave Brown



Winner of the Bomber Command Trophy was this superb H.P. Halifax BII Special built by Dave Brown.

Handley Page Trophy

VHC: HP 0/400	Joel Christy
VHC: H.P. Heyford III	Mike Reader
1st: H.P. Heyford II	Peter Westbrook

Modeldecal Trophy

HC: Sabre	Sten Ekedahl
VHC: Jaguar GR 1	Sten Ekedahl
1st: Hawker Nimrod Mk II	Michal Ovacki

Mushroom Monthly Flight of Fancy Trophy

1st: Boeing EB-52	K.M. Wheeler
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IAT Trophy

1st: Mig-29	Spencer Pollard
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Definitely one of my personal favourites was this superb 1/72nd scale Felixstowe F2a by Philip Farrugia. It won the Windsock Trophy.

Sponsored Competition

Mannock Trophy 1/72

C:	Lloyd C5	L.E. Watts
HC:	Maurice Farman MFII	Joel Christy
VHC:	Ily's Muromets	L.E. Watts
1st:	Halberstadt CL II	L.E. Watts

Mannock Trophy 1/48

C:	Albatros DVA	Terence Gray
HC:	Fokker EV	Stephen Rutland
VHC:	Sopwith Pup	Tony Woollett
1st:	FE2B	Tony Woollett



Winner of the Mannock Trophy in 1/48th scale was this FE2B by Tony Woollett.

Hawker Aircraft Group Trophy

VHC:	Fury Mk II	Rodney Ulrich
1st:	Hurricane Mk IIc	Albert Pereira

Jim Howard Trophy

C:	Kawanishi N1K1 Kyofu Type II	Nicolas Robin
HC:	Spitfire VB Float Plane	Grahame Green
HC:	Douglas PD-1	Peter Westbrook
VHC:	P2Y-2	Peter Westbrook
1st:	Hansa Brabderburg W-20	Anthony Clements

Osprey Aerospace Trophy

C:	P-51D Mustang	Keith Sherwood
HC:	Ju-87B Stuka	Grahame Green
1st:	Messerschmitt Me262	Roy Caunce

Roy Cochran Trophy

1st:	Mig-29 Fulcrum C	Spencer Pollard
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Presidents Trophy

HC:	Spartan Cruiser II	Tony Woollett
VHC:	Folkerts SK-3	Anders Bruun
1st:	DH95 Flamingo	Alan Clark



Highly Commended in the Jim Howard trophy was this Spitfire V Float Plane built by Grahame Green.

Humbrol Trophy

1st:	Cant Z-100 bis	Stephen Mallia
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Scale Models Trophy

1st:	Kalafrana Bay, Malta, 1942	Louis Carabott
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Aviation Hobby Shop Trophy

1st:	DH95 Flamingo	Alan Clark
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John Salmon Award

1st:	Vought Kingfisher	Stephen Wrist
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Ted White Memorial Trophy

1st:	N.A B-25J Mitchell	Daniel Collette
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Bob's Models Memorial Trophy

HC:	Spitfire VB	Roy Caunce
VHC:	Spitfire Mk I	G. Woodruff
1st:	Spitfire V	Grahame Green

Windsock Trophy

1st:	Felixstowe F2a	Philip Farrugia
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Ron Rowley Memorial Trophy

C:	Boulton Paul Overstrand	Peter Westbrook
C:	DH-9A	I. Fountaine
HC:	Fury Mk II	Hugh Beyts
HC:	Siskin IIIa	Peter Westbrook
VHC:	Gloster Gauntlet	Peter Westbrook
1st:	Parnall Panther	I. Fountaine



Daniel Collette, won the Ted White Memorial trophy with this model of the N.A B-25J Mitchell.

F4 Phantom (SIG) Trophy

VHC:	F4D	John Bryce
1st:	F4C	Jean Crochet

Gustav Trophy

1st:	Bf109 F4	Jean-Louis Moiny
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IPMS Canada Award

1st:	Sea Fury racer	Adrian Constable
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"Mac" Kennaugh Memorial Trophy

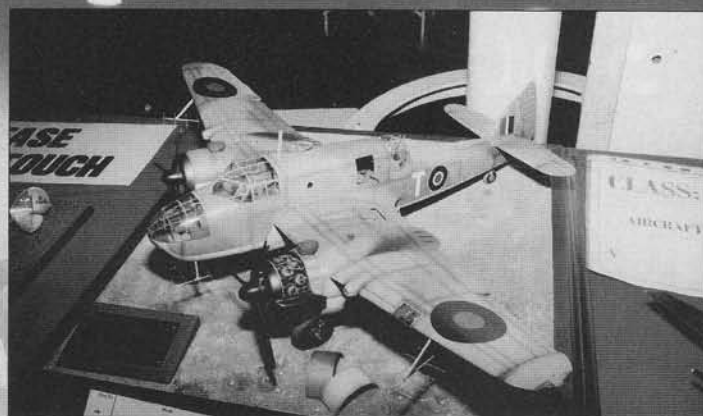
1st:	Kalafrana Bay, Malta, 1942	Louis Carabott
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IPMS Czech Republic Award (Allied Aircraft)

HC:	Piper L-4 Cub	Kevin Flett
VHC:	Sikorsky R4 Hoverfly	Rodney Ulrich
1st:	PBM-1 Nomad	Harold Stivala



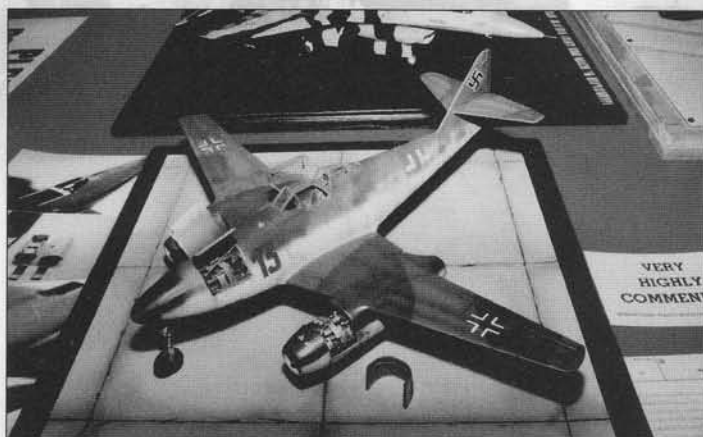
The Mushroom Monthly Flights of Fancy Trophy is only in its second year but this superb mid-engined P-51 was entered in the class. The quality of the conversion is evident.



Achieving a superb faded paint job was Joseph Farrugia with this big scale Bristol Beaufort. It won class 18 (Aircraft above 1/72nd scale).



This Me262B-1a/U1 by Roy Caunce took the Osprey Aerospace Award and it was also commended in the 1/48th scale aircraft class.



Highly Commended in class 16 was this Me262A-1a by Brian Cauchi. He was not dissatisfied though as he also won the class with his Typhoon!



Winner of the IAT Trophy and the Roy Cochrun Trophy was this Mig-29 by Spencer Pollard.



Highly Commended in the Davies trophy was this AH-64 Apache by John Wilkes.



Highly Commended in both Group 19 (aircraft above 1/72nd scale) and the Presidents Trophy was this Spartan Cruiser II which was scratch built by Tony Wollett.



Very Highly Commended in class 12 was this Fairey Firefly by Raymond Farrugia. This is another model which displayed a very worn colour scheme.

Champions Awards

Senior National Champion

Kalafrana Bay, Malta, 1942

Louis Carabott

Junior National Champion

Typhoon IIB

Stephen Wrist.

Category A: Aircraft

DH95 Flamingo

Alan Clarke

Category D: Dioramas

Kalafrana Bay, Malta, 1942

Louis Carabott



Winner in class 16 was this superb 1/32nd scale Typhoon by Brian Cauchi



Winner of the Aviation hobby Shop Trophy, the Presidents Trophy and Class 19 it was no surprise to find that Alan Clarke's scratchbuilt DH95 Flamingo also took overall honours and became Champion in Class A: Aircraft.

**Congratulations
to all the
winners
from
everyone at
Scale Aviation
Modeller**

Modelling Bookshelf

One of the things I have always liked as I look through very old editions of magazines such as *The Aeroplane* and *Flight* were the superb period cutaway drawings. Unlike today's technical excellence which we have all come to expect, these drawing although quite informative and detailed had a feel and look to them which is quite unique.

I was very pleased therefore to receive one of the most recent releases from Osprey which is entitled "Classic World War II Aircraft Cutaway" and is edited by Bill Gunston. Printed as an A4 landscape format book this hardback book has one-hundred and fifty-two pages. Inside you will find no fewer than thirty-nine cutaways of aircraft plus ten of aero engines. The topics covered are quite varied and the book contains the following types;

Short Sunderland I; Hawker Henley; H.P. Hampden I; Bristol Bombay I; Blackburn Skua I; Junkers Ju-86A-1; Messerschmitt Bf109E; Henschel Hs126; Dornier Do17/215; Junkers Ju 87; Supermarine Spitfire I; Hawker Hurricane I; Vickers Wellington II; Messerschmitt Bf110; Bristol Blenheim IV; Junkers Ju88;

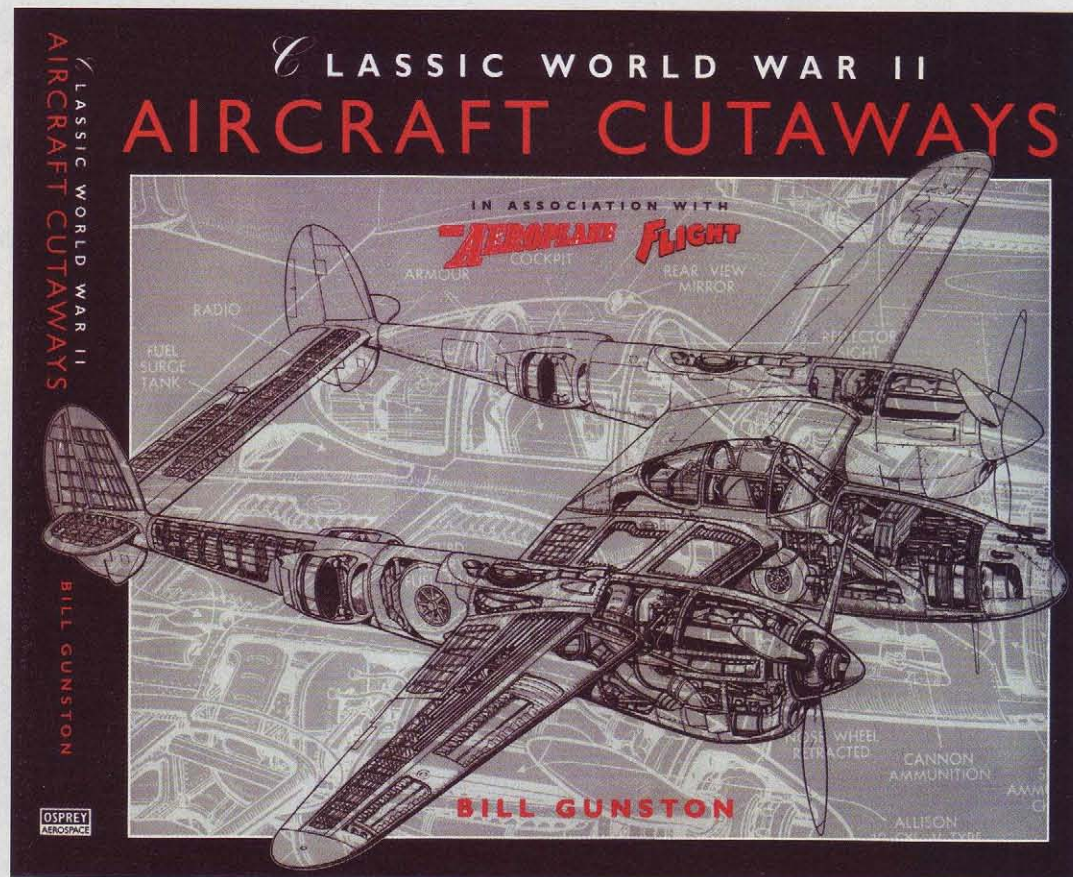
Armstrong Whitworth Whitley III; Heinkel He111; Curtiss Tomahawk I;

Fairey Battle III; Messerschmitt Bf109F; Miles Master I; Bristol Beaufighter IF; Bell Airacobra I; Short Stirling I; H.P. Halifax I; Consolidated Catalina I; Focke Wulf Fw190A3; Avro Lancaster I; Messerschmitt Me210; De Havilland Mosquito Mk IV; N.A. Mustang I; Taylorcraft Auster IV; Armstrong Whitworth Albermarle I; Avro York I; GAL Hamilcar; Hawker Tempest V; Miles Messenger; Fairey Firefly.

Overall this is a superb book and with the narrative text that accompanies each drawing it also gives a good insight into the men who drew them and why and how the obtained the information to do so.

Not only an informative and technical book but one which is a real pleasure to own and one that you will keep looking through over and over.

Very Highly Recommended.

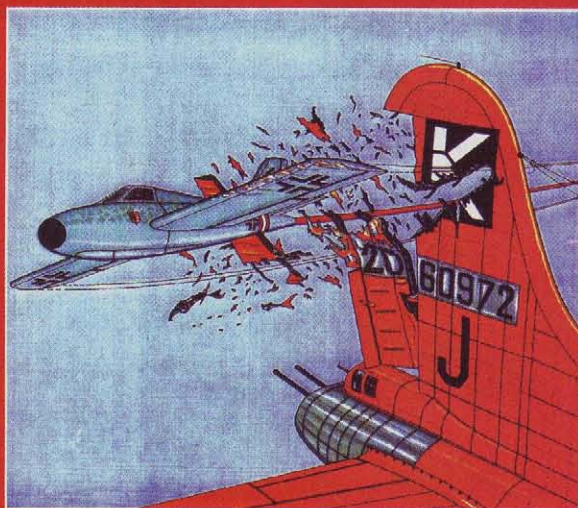


FLUGZEUG Dokumentation

Die geheimen Wunderwaffen des III Reiches

Die deutschen Raketen- und Raketenflugzeugprojekte 1934-1945

J. Miranda
P. Mercado



FLUGZEUG Publikations GmbH

Not really a review sample as this is a title I purchased myself but it was so good and probably very limited that I thought that some of our readers may like to know about its existence.

Purchased from Midland Counties Publications the book is entitled "Die geheimen Wunderwaffen des III Reiches" (The wonder weapons of the Third Reich). As you can guess this A4 sized hardback book is all about those wacky projects devised by Germany during the latter stages of WWII. Although the book is hardback it is unusual in so far as the cover is one piece into which is secured (at the back) the main text section which has been made to look like an old technical manual. The one hundred and eighty-two pages are in German but there is

an English section towards the rear of the book.

Overall this is an excellent title and it is amazing to see some of the projects that were floating about at this time. The two-stage super-A4 which launched a secondary rocket/bomber has to be seen to be believed. Many of the plans with the book are to scale and although it is not a standard 1/72nd scale collection a quick visit to a photocopier should cure that.

Overall this is a superb title and one I am glad I invested in when I saw it. The title is not cheap at £33.95 but it is worth it as far as I am concerned.

If you want a copy (the title is published by Flugzeug) then give MCP a ring on 01455 233747.

Three of the most recent releases from Squadron Publications reached us recently. Two are in the new "Mini In Action" series, whilst the other is a special.

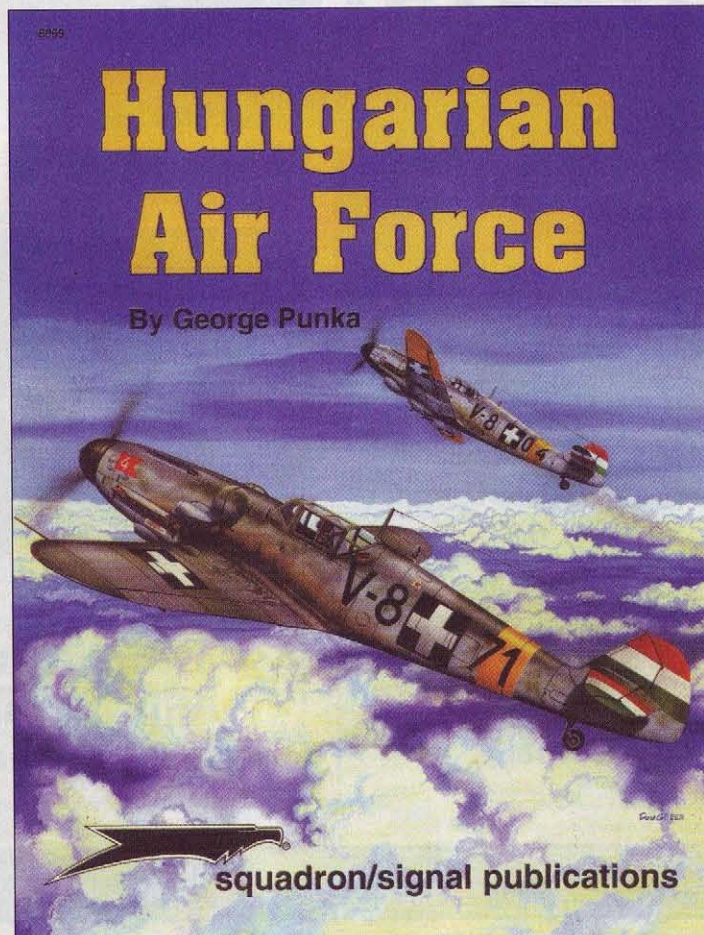
Looking at the new Mini series first. Number 1605 is for the Ryan FR-1 Fireball and this book deals with the development of this dual powered aircraft. All the changes and modifications carried out on the type are well illustrated and there are numerous good quality black & white pictures throughout.

Detailed development changes such as the tail are highlighted in nice line drawings and the text deals with all elements of the types operational development and trials. One point I would make is with regard to the picture at the top of page 23 and then the other on the top of page 30. The caption with the first states it was taken at NAAS Brown Field and the latter say it was taken at NAS North Island.

However, have a good look at the aircraft and the surroundings and I am sure that they are both taken at the same time and at the same location so something is wrong? That apart the book is a wealth of information on this little aircraft. The centre pages give full colour side views of six aircraft and the book runs right through to the projected XF2R-2 Dark Shark and the title is well worth having.

Next comes book number 1606 and this is for the H-13 Sioux. Once again the title approaches the development and operational use of the type in the standard "In Action" format and the books fifty pages are crammed with information and numerous black & white photographs. The centre pages are once again full of colour side views and the title covers from the Model 30 right through to the such oddities as the Vertol 76 and the HUL-1. Once again this is a title well worth having and the numerous pictures through will give many modellers some idea for dioramas etc.

Moving away from the small sized books now, the next title is an A4 sized soft back title called "Hungarian Air Force" and it is written by George Punka. The book is very well structured and after a little introduction about the history of the Hungarian Air Force the author looks at all aspects of the force. Starting with the various areas of combat the title then moves through the war years, dealing with each change and its effects. The fighter squadrons of the RHAF are



covered as well as a very useful listing of all codes used by the RHAF. There are eight pages of full

colour side views throughout the book and these range from the CR32 to the Bf110G-4. There is one page

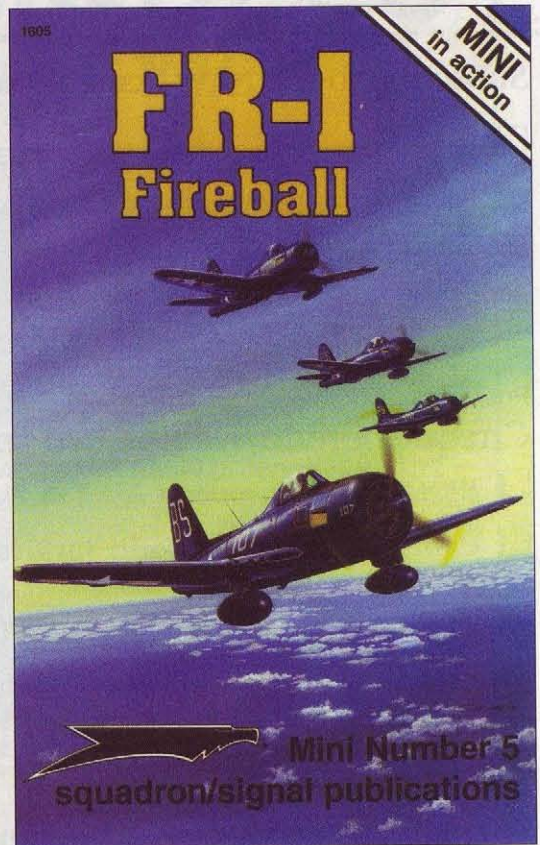
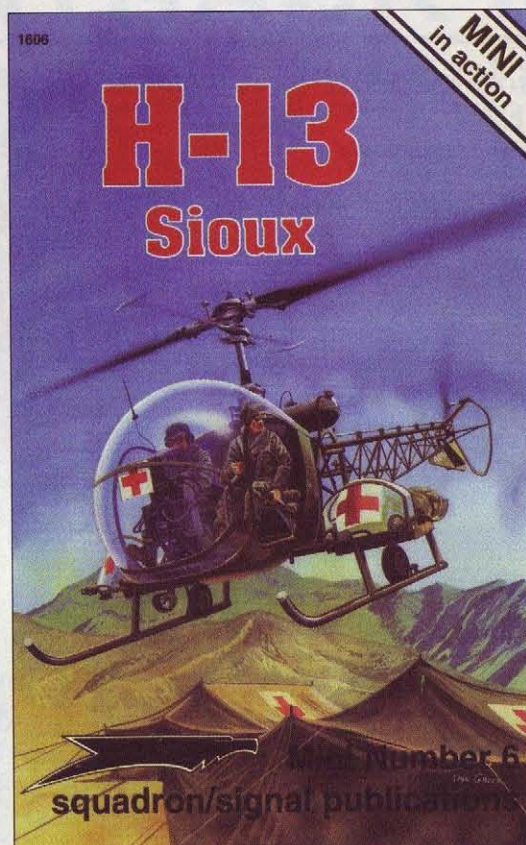
of colour photos but the quality is rather poor and you gain just as much from the extensive use of black & white photographs throughout the book.

The final section deals with the bomber squadrons and also includes a list of all the bomber codes used by the RHAF. This is followed by short-range reconnaissance operations and aircraft codes, then trainer and liaison aircraft, transport aircraft and finally captured and experimental aircraft. The title is a wealth of not only factual information but also the large use of visual images will interest the modeller greatly.

All of these titles are highly recommended and I thank Squadron Signal Publications for sending us the review samples. The "Mini In Action" series are £5.99, whilst the special on the Hungarian Air Force is £9.99.

These and all other products from the Squadron range are available in specialist shops or they can be obtained direct from the UK importer:

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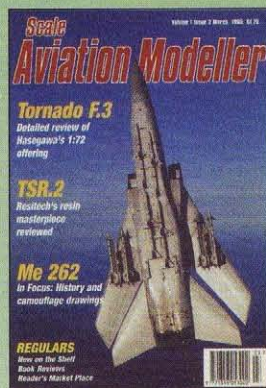
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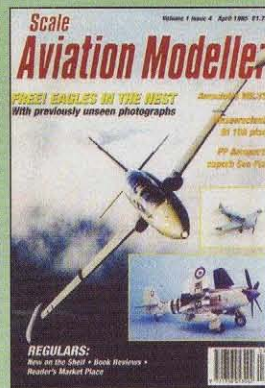
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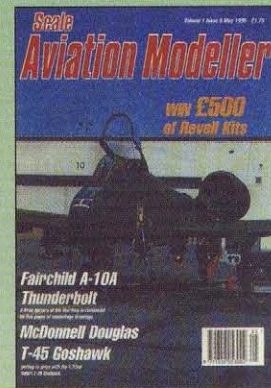
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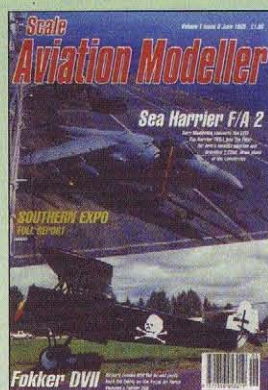
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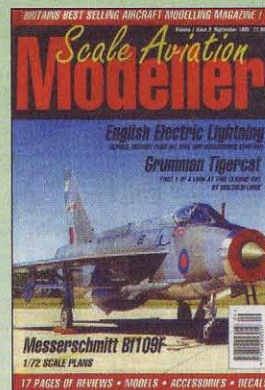
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